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# Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

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HONG KONG, SUNDAY, MAY 12, 1929.

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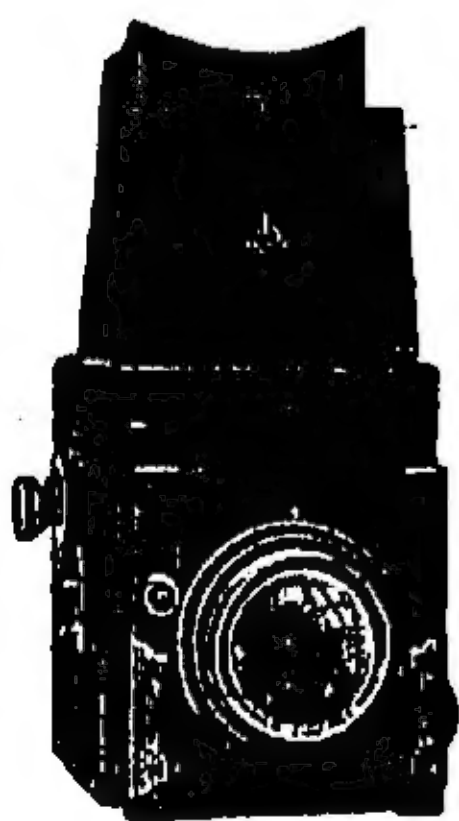
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## ATHLETIC SPORTS

ST. JOSEPH'S COLLEGE SCORE SUCCESS

SOME FINE RUNNING

Indians Head Open One Mile Race

KEEN BICYCLE RACE

In spite of the weather being rather warm, the 13th annual athletic sports meeting of St. Joseph's College, which was held yesterday afternoon on the Sookumpoo ground, by kind permission of the Military authorities, produced some fine running and good times on the part of both the Senior and Junior boys.

The sports were a complete success, and the hundreds of visitors, including many ladies, spent a very enjoyable afternoon. A small shower which came down in the latter part of the afternoon was welcomed because it had the effect of making it cooler for all concerned.

TRADITIONS OF THE SCHOOL

The two miles bicycle race produced a keen tussle between the Kosa brothers, one keeping constantly in front by half a length in spite of the continuous efforts of the other to overhaul him. Finally the leader got a distinct advantage in the last lap and finished the race several yards in front of the other.

The open mile race was won by two Indians from the local military forces, Private King of the K.O.S.B., having had luck in not being placed. Both the school senior and Junior mile races were also well run, whilst the Hong Kong relay race between the University and the Hong Kong Electric Co., was won by the latter after a close race in the first two laps.

At the conclusion, Rev. Bro. Aymar, Director of the College welcomed all the visitors and the Hon. Mr. J. P. Braga, in particular and thanked him for kindly consenting to distribute the prizes. Bro. Aymar said that the Hon. Mr. Braga was a good friend of the College, and was always pleased to identify himself with everything that St. Joseph's did. In conclusion, he thanked the various donors of Challenge Cups and contributors to the prize fund.

A "Brothers' Boy" Replying to Bro. Aymar's remarks, the Hon. Mr. Braga said that he was not only pleased, but very pleased indeed to identify himself with the St. Joseph's sports. He could never forget that he too was a "Brothers' Boy," therefore how could he do otherwise than support the old school? He felt sure that all other old boys shared his feelings toward St. Joseph's, and he could safely assure the Brother on the Old Boys' behalf that they could always rely on the Old Boys' hearty support in anything they undertook. Employing an expression of Archbishop Hardy, he would say: "Once a Brothers' Boy, always a Brothers' Boy," and as far as he was personally concerned, he would place himself unreservedly at the disposal of the Brothers. (Applause.)

The Hon. Mr. Braga then went on to address the gathering as follows:—  
Mr. Braga's Speech  
This is the second time within the week that I have the great pleasure to give away prizes at a sports meeting. On this occasion I cannot disguise my sentiments, since my association with the College sports has assumed various forms. First when, as a little lad, I was a participant in the races and jumps; secondly, when, as honorary secretary of the Old Boys' Association, I took an active part in organizing your athletic meeting; and, lastly, at the kind invitation of Bro. Aymar, I have the honour to give away these handsome prizes this afternoon.

To-day's meeting is no exception to the general rule. For every event there have been a large number of entrants and they have been very keenly contested both in the Senior and Junior divisions. Your working committee is to be complimented on the innovation of an Inter-Hong Team Race which is yet another incentive to maintain the contact between past and present pupils so keenly advocated by Bro. Aymar, who, I am sorry to know, has been called away at short notice to Penang.

The healthy rivalry in sport has been a traditional feature in the life of our old College. I experienced it

more than fifty years ago at the College, in Caine Road. I can still trace it in your modern class rooms in Kennedy Road and in the Branch School at Kowloon, and am confident that it will be found in the model school Bro. Aymar and his staff have planned for you on Prince Edward and Boundary Roads across the harbour.

Practice in the Play-Fields  
My best congratulations to you boys for upholding St. Joseph's splendid traditions. It is my earnest hope that you will continue to do well in the football matches and will enter the Cricket League when you can get together a representative team. It has not yet been possible for you to do so through the lack of a proper playing field. I hope this deficiency will be made good when you have the ground for practice in De La Salle College at Kowloon. If you keep up active practice in the play-fields you will at the same time maintain a healthy state of mind and body that will better fit you for your studies and so equip you to hold your own in whatever sphere of activity in life you choose for yourself at the end of your school career.

It will be an unpardonable omission were I to fail to thank the staff of the College and the hard-working members of the Sports Committee for the excellence of the arrangements which have made possible the complete success of this afternoon's sports. And I am glad also that your invitations have been extended to, and accepted by, the other Catholic Schools of this Colony to take part in this annual open-air gathering. These meetings cannot fail of very excellent results. For these achievements I congratulate you.

RESULTS

The following were the full results:—

Long Jump (Junior Champion-ship).—1, Kawamura (Distance: 16 ft. 3 ins.); 2, A. Nham.  
Long Jump (Senior Champion-ship).—1, A. Guterres (Distance: 18 ft. 9 1/2 ins.); 2, Lee Kin-wah.  
High Jump (Junior).—1, Kawamura (Height: 4 ft. 3 ins.); 2, J. Gomes.

High Jump (Senior).—1, J. Lezama (Height: 5 ft.); 2, Chow Hin-yau.  
100 yards (Junior).—1, A. Nham (Time: 11.4/5 secs.); 2, Kawamura.  
100 yards (Senior).—1, M. Murata (Time: 10.1/5 secs.); 2, Cheong Wing.

100 yards Handicap (boys under 10).—1, L. Rodrigues; 2, F. Sequeira; 3, L. Sequeira.  
120 yards Handicap (Senior boys of Kai Lap School).—1, Yau Tat-wing; 2, Chan Bo-lo; 3, Tam Wing-kwong.  
100 yards Handicap (Junior boys of Kai Lap School).—1, Yau Tat-cheing; 2, Shiu Wah-kwong; 3, Lau Sang.

220 yards (Junior).—1, Kawamura (Time: 26.1/5 secs.); 2, Ho Kwong.  
220 yards (Senior).—1, M. Murata (Time: 23.1/5 secs.); 2, L. Silva.

100 yards Handicap (boys of St. Joseph's College Branch School).—1, E. Xavier; 2, R. Marques; 3, A. Xavier.  
100 yards Handicap (girls of St. Paul's Institution).—1, Elvira Guterres; 2, Doris Chue.

120 yards (girls of St. Paul's Institution).—1, Rosie Murphy; 2, Violet Bradbury.

(Continued on Page 5.)

## NAVAL ULTIMATUM

Rebel Gunboats  
Surrender

POSITION IN CANTON

Alleged Misleading Reports To Canton, Friday.

Two piers of the Sheklung Railway Bridge have been destroyed by the retreating Kwangtung troops.

The Central Government has issued a proclamation this morning that the trouble was over as they were holding back Kwangai. This is definitely incorrect as several lakhs of dollars in silver (20 cent pieces) belonging to the Central Bank have been brought into Shamen this morning and deposited in the Bank of Taiwan.

This is conclusive proof that the citizens are not to be hoodwinked by the Government's misleading reports.

Situation Precarious Later.

The situation regarding the Navy is again very precarious as appar-

Rainfall to 4 p.m.,  
yesterday ..... 0.14 inch  
1929 rainfall ..... 8.77 inches  
Average ..... 14.66 inches  
Deficit ..... 5.89 inches  
DON'T WASTE WATER.

ently part of the Navy themselves are not keen on being handed back to Kwangtung. One Captain is all for fighting.

Admiral Chan Chak handed an ultimatum to the Navy to hoist the flag of truce by 3 p.m. or they would again be bombed. It is now 3.30 and no flag of truce has yet been flown and planes are hovering over head. The "Moth" and "Cicala" are standing to, ready to move, the one to just off Honam and the other above Wong Sha in order to give room and not shelter to the Chinese Navy. The "Tulsa" is out of range.

3.37 p.m. Flag of truce run up to all mast heads.

Special Constables  
The Chinese were cleared off the Bund which was patrolled by special constables, police and sailors off the ships.

Still at Shamen  
Canton, Yesterday.  
Up to 4 p.m., to-day things have been quiet here and some of the electricity in the air has been

## Things That Matter

To-day's Diary

Sunday of the Ascension.  
South China A.A.—Opening of Pavilion by Lady Shou-son Chow.

Queen's Theatre—"Slightly Used."

Star Theatre—"The Student Prince."

World Theatre—"The Thief of Bagdad."

Majestic Theatre—"The Enemy."

Lighting-up Time.—6.55 p.m.

Tides.—High, 12.18 a.m. and 10.37 a.m.; Low, 4.22 a.m. and 6.21 p.m.

Home Mails

Inward.—Per "Amur Maru" (via Siberia), Tuesday.

Outward.—Per "President Taft" (via Siberia), to-morrow, 6 p.m.; per "Hector" (via Marseilles), Tuesday, 6 p.m.

To-day's Weather

S. E. winds, moderate; fair to showery.

The Dollar

The closing rate of the dollar on demand yesterday was 1/11 7-16.

dispelled since the Kwangtung fleet was bottled up. They are far from showing fight and only too glad to take refuge among the foreign warships opposite Shamen. The foreign ships have, up to the time of writing, not been successful in parading the Kwangtung fleet to move from their midst. It is, however, not anticipated that they will cause any further trouble now that Capt. Chiu, the self-styled "Vice-Admiral," had had a parley

## CHINA'S FERMENT

Sequel to Developments  
In The South

MOVEMENTS OF TROOPS

Hunan Troops Advancing Southward

Hankow, Yesterday.  
Following the developments in the South, General Feng Yu-hsiang's attitude is becoming more uncompromising and it is stated that he is hastening the mobilisation of his troops at Lanfeng and on the Lunghai Railway.

It is also reported that a further strong detachment is being sent down the Kinhar Railway.

A Counter Move

Troops from here are counter-moving and yesterday Ku Tsao-tung's division was sent up the line.

The military authorities here held a conference yesterday evening for the purpose, it is stated, of discussing defence measures in Hupeh, should the necessity arise.

Troops for the South

A telegram from Changsha states that four columns of Hunan troops are advancing southward with the object of enveloping the Kwangsi troops in Kwangtung.—Reuter.

Mr. Sun Fo

Nanking, Yesterday.  
Mr. Sun Fo will leave for Peking on May 13.

with Admiral Chan Chak and, much to the disgust of his two senior Captains, has shown himself not to be the possessor of a "fighting heart."

Nothing further is known as to the whereabouts of the gallant "Vice-Admiral," but it is certain that he is not on board the "Fei Ying."

Earlier News

It is reported that Kwangsi paid the sum of one million dollars in Central banknotes (H.K. \$500,000) to Captain Chiu of the "Fei Ying" about a week ago to remain neutral. Capt. Chiu is the self-appointed Vice-Admiral, now that Admiral Chan Chak has become head of the Admiralty.

Capt. Chiu has officially declared his neutrality, and under the "eyes" of two Kwangsi aeroplanes, tried to slip away on the "Fei Ying," followed by the rest of the fleet. He was, however, stopped by shell-fire from the Whampoa forts and a battery in Honam.

The Central Government's planes also took part in checking the flight of the self-appointed Vice-Admiral.

The entire fleet of seven ships (including two armed launches) between the "Cicala" and "Moth" and the U.S.S. "Tulsa," trusting that he would be safe from attack while in such close proximity to the British and American ships.

Lieut.-Com. Weir, of H.M.S. "Moth" and Commander Decker, of U.S.S. "Tulsa," strongly urged him to remove his fleet, but were unsuccessful. It appeared that "Vice-Admiral" Chiu was thoroughly cowed by the bombing to which he had been subjected and his sole idea being to get away, he was willing to hand his fleet to Kwangtung if granted a safe conduct to Hong Kong.

At 2.30 p.m. there was a meeting in the U.S. Consulate-General, presided over by Mr. Douglas Jenkins, attended by Mr. Douglas Jenkins, the Mayor of Canton, Admiral Chan Chak, Commander Decker and Lieut.-Com. Weir. "Vice-Admiral" Chiu again made his proposals that he would be willing to hand over his fleet to the Kwangtung authorities, provided he was granted a free conduct to Hong Kong, which after a good deal of discussion, was accepted by the Mayor and Admiral Chan Chak, on the condition that the British and American Naval authorities guaranteed that the Chinese ships would not in the meantime slip away. Of course this condition was clearly absurd and impossible as being a possible cause of serious complications, and the Kwangtung representatives were prevailed upon reluctantly to withdraw this condition and accept "Vice-Admiral" Chiu's word that he would not attempt to slip away.

And so the matter has been cleared up, though what safe-conduct has been given to "Vice-Admiral" Chiu is unknown. Apparently Chiu's two senior Captains were very much in favour of a fighting break-away and almost forced Chiu to do so.

So the Navy reverts to Kwangtung.

## MUSIC AND HUMOUR

Grand Concert at  
Sailors' Home

CAPITAL PROGRAMME

Miss Doris Woods Delights Audience

Seldom has such an excellent concert been given in Hong Kong as the one held last night at the Sailors' and Soldiers' Home. To use a hackneyed phrase, "It was simply grand."

Variety, it is said, is the spice of life, and last night's concert was not lacking in variety. Excellent singing combined with dancing and humour was the order. All the local artistes gladly lent their assistance in the good cause—to raise funds for the Home.

A Crowded House  
Timed to start at nine o'clock, the spacious Assembly Hall was filled to overflowing long before the commencement. Among the audience were noticed Major-General Sandlands and his A.D.C., Commodore Hill, and several other Military and Naval Officers.

The organisers are to be heartily congratulated on the splendid programme presented. There was not a single dull moment from the rise to the fall of the curtain. Several items were vociferously applauded and encored.

It will not be invidious to other artistes taking part to mention the name of Miss Doris Woods as being in the leading role, so to speak, in last night's concert. Always a warm favourite with Service men, she received a thunderous ovation even before she could get on the stage. The "boys" were not to be satisfied until she had sang five songs from her excellent repertoire.

The Rise of the Curtain

'Before the rise of the curtain, the Rev. J. Knight Anstey said that the Hon. Mr. W. T. Southern and Mrs. Southern were to have been the patrons of the concert, but unfortunately the Hon. Mr. Southern was suffering from influenza, and Mrs. Southern met with an accident on Friday. Their absence was a matter to be regretted, and the wish for their speedy recovery was expressed.

The curtain then parted, and on the stage were Mr. Parker and his chorus. Selections from "The Gondoliers" floated in the air, and after a few bars on the piano, the chorus opened with "For the merriest fellows are we." It was capitally rendered and deserved all the applause that was given. This was followed by "When a Merry Maiden Marries, and in its wake "A Regular Royal Queen," all of which were well received by the appreciative audience.

Fairies From the Moon

Although none of us living in this mundane world had seen a fairy in reality, Mrs. Womack and her band of young nymphs gave as realistic an impression as possible. With the hall in semi-darkness, and the stage lights well shaded and a huge silvery moon in the centre, Mrs. Womack descended upon the audience with her wings flapping, and singing "The Fairies from the Moon." She was then joined by the Misses P. Gittins, R. Wong, Helen Ho, and M. Glendinning. Mrs. Womack sang to perfection and the dancing of the fairies was most delightful. It was so well done, that the audience were loth to let them "return to the moon" without giving an encore. (Continued on Page 13)

## HOME RACING

Jubilee Handicap  
Result

MR. BARNETT'S "ATHFORD"

London, Yesterday.

The race for the Jubilee Handicap (1 1/4 miles) at Kempton Park resulted:—

Mr. W. Barnett's Athford, 4 yrs., 7 st. 6 lb. .... 1

Mr. S. B. Joel's Trelawney, 5 yrs., 7 st. 1 lb. .... 2

Mr. H. E. Steel's Caballero, 5 yrs., 7 st. 4 lb. .... 3

(Winner trained by L. Cordell.) There were 17 starters.

Won by a length; a head between second and third.

Betting

100 to 12 agst. Athford.

100 to 7 agst. Trelawney.

10 to 1 agst. Caballero.

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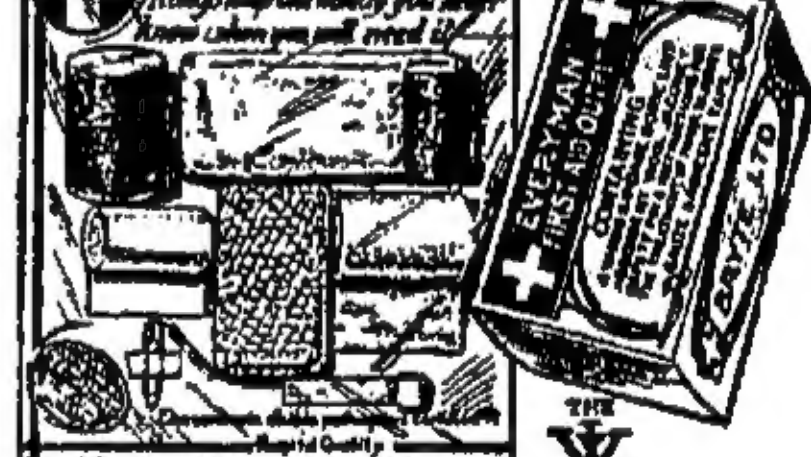
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Hong Kong, 19th February, 1927.

## COMMERCE &amp; FINANCE

## SHARE MARKET

## Benjamin And Potts' Weekly Report

## PRICES MAINTAINED

Hong Kong, May 10.  
The volume of business transacted since the date of our last Circular has been on a smaller scale, but notwithstanding this, prices for the principal counters have been well maintained.

Banks.—Hong Kong and Shanghai Banks have closed off in London to £131 (Middle), but are firmer locally and have been placed at \$1,212 1/2-1,217 1/2.

Marine & Fire Insurances.—Unions have shown a slight improvement with buyers offering \$300 and sales reported at \$370. China Fires, with a final dividend of \$9 and Bonus of \$6 pending, have advanced to \$300.

Cantons are enquired for at \$695. Hong Kong Fires have changed hands to a small extent at \$775.

Shipping.—Preferred Indos have strengthened and there are buyers at \$45. Douglas Steamships have further declined to \$33. Hong Kong, Canton and Macao Steamships have also weakened and are on offer at \$25. Tugs and lighters were done at \$2 1/2 and continue in request.

Docks, Wharves & Godowns.—Deals were made in China Providents early in the week at \$4 1/2, but they have since receded to \$4 1/4. Kwong Lok Wharves have remained steady at \$121. Whampoa Docks are obtainable at \$36. There are buyers at \$75.

Shanghai Docks at \$126 and New Engineering at \$126.50. Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels were bid up to \$8 1/2, but are now to be had at this figure. Hong Kong Lands have buyers at \$62, their stocks in this section are plentiful.

Public Utilities.—Hong Kong Electric have been in good demand throughout the week and business was transacted up to \$68. China Lights changed hands at the improved price of \$13.85 ex dividend and Cum Rights. There are buyers ex rights at \$13 and of the Rights at \$7.90. Hong Kong Tramways were dealt in at \$18.60 and \$18.65. Star Ferries are enquired for and can be placed at \$60 1/2. Telephone stock \$7.

Miscellaneous.—Green Island Cement (Combined) are wanted at \$8.10 after sales at this rate. Hong Kong Kongs have strengthened and are in demand at \$7. Dairy Farms have further declined to \$19, at which figure buyers prevail. Hong Kong Amusements have slipped back to \$30 1/2. Kailan "Bearer" have had transactions at \$37.6. Hong Kong Government Loans can be placed at 5 per cent premium.

Cotton Mills.—Ewos were done at \$12 1/2 and continue in request. Orientals were realised again at \$12. Shanghai Cottons are unaltered.

Exchange.—The T.T. rate on London to-day is 1/11 1/2 and on Shanghai 80. Forward Settlement Days.—May 28 and June 25, 1929.

From the Canadian Trade Commissioner in Hong Kong we have had forwarded the following statement:—The trade of Canada and Hong Kong is of old-standing and during recent years has been of important value. Canadian exports to this market, made up principally of wheat flour, fish and fish products, ammonium sulphate and automobiles, are shown in official trade returns as worth some \$2,000,000 per year while imports from Hong Kong have been valued at only slightly less than this figure and have comprised rice, tea, oils, vegetables, furniture and other items of less importance.

It is hoped that the establishment of a Canadian Trade Commissioner's Office may lead to increased trade in the figures of exports from Canada to Hong Kong and in those of the trade passing in the reverse direction.

Canada is at the present time assuming an increasingly important position among the trading nations of the world. Although her total population is only placed at 10,000,000, the Dominion ranks next to the United Kingdom, United States, France and Germany, with respect to total trade; her per capita export trade is second only to that of New Zealand and during numerous recent years her favourable trade balance has been larger than that of any other country.

The New Office.  
Col. Cosgrave, Canadian Trade Commissioner in Shanghai, who is expected to arrive by the "Empress of Asia" to-day and who has already made several official visits to Hong Kong will assist Mr. Sykes in completing preliminary arrangements for the opening of the new office.

Mr. and Mrs. Sykes are for the time being living at the Repulse Bay Hotel.

The value of the market for Canadian products in Hong Kong, South China and the Philippine Islands has led to a decision by the Department of Trade and Commerce of Canada to open a Canadian Trade Commissioner's Office in Hong Kong, with jurisdiction over these areas. Mr. Sykes, who with Mrs. Sykes, arrived on the "Empress" yesterday, has been instructed to take charge of the new office and expects to be stationed in Hong Kong for some time.

"First of Its Kind"  
The Canadian Commercial Intelligence Service was the first of its kind in the world and dates back to 1882, when trade agents were first sent out to seek export markets for Canadian products. The Service now comprises a headquarters staff in Ottawa, and some thirty offices in the chief distrib-

## CANTON INSURANCE

## Final Dividend For 1927

## INTERIM FOR 1928

We are officially informed that the General Agents and Consulting Committee of the Canton Insurance Office, Ltd., will, at the forthcoming meeting of shareholders to be held on Thursday, May 23, recommend a final dividend of \$22 per share in respect of Working Account for 1927 and add the balance of \$688,868.10 to Underwriting Suspense Account, they will further recommend the payment of an interim dividend of \$18 per share in respect of Working Account for 1928, and that the balance of \$1,657,848.86 be carried forward.

## DON'T WASTE WATER!

## THE SHARE MARKET

## Hong Kong Stock Exchange

T.T. on London ..... 1/11 1/2  
T.T. on Shanghai ..... 80

Banks  
H.K. Banks ..... \$1215 b  
H.K. London Reg. .... \$131 n  
Chartered Bank ..... \$19 b  
Mercantile A. & B. .... \$33 n  
Mercantile C. .... \$16 1/2 n  
P. & O. Bank ..... \$29 1/2 n  
Bank of East Asia ..... \$90 1/2 n

Insurances  
Canton Insurance ..... \$695 b  
Union Insurance ..... \$370 sa  
North China Insurance ..... \$160 b  
Yangtze Insurance ..... \$560 n  
China Underwriters ..... \$2.20 b  
China Fire Insurance ..... \$300 b  
H.K. Fire Insurance ..... \$775 sa

Shipping  
Douglases ..... \$33 s  
H.K. Steamboats ..... \$26 s  
H.K. Tugs & Lighters ..... \$2 1/2 b  
Indo-China (Pref.) ..... \$45 b  
Indo-China (Def.) ..... \$70 n  
Shell Transports ..... \$97- n  
Shell Transports (new) ..... \$70 n  
Union Water-Boats ..... \$22 n

Mining  
Benguet ..... \$2 1/2 b  
Kailan Mining Ad. .... \$64- b  
Langkita (comb.) ..... \$14 n  
Langkita (single) ..... \$7 1/2 b  
Shanghai Explorations ..... \$72 s  
Shanghai Loans ..... \$74 1/2 s  
Rebus ..... \$6.65 n  
Tronoh Mines ..... \$17 1/2 n

Docks, Wharves, Godowns, &c.  
H.K. & K. Wharves ..... \$121 n  
H.K. & W. Docks ..... \$36 s  
China Providents ..... \$4 1/2 b  
Hongkows ..... \$178 n  
New Engineerings ..... \$5.65 b  
Shanghai Docks ..... \$125 b

Cotton Mills  
Ewo Cottons ..... \$12.55 b  
Oriental Cottons ..... \$2 b  
Shanghai Cottons (old) ..... \$72 n  
Shanghai Cottons (new) ..... \$73 n

Lands, Hotels & Buildings  
H.K. & S. Hotels ..... \$84 n  
H.K. Lands ..... \$62 b  
Shanghai Lands ..... \$143 n  
Humphreys' Estates ..... \$14.35 n  
H.K. Realities ..... \$8.35 n  
H.K. Territorials ..... —  
Prince's Buildings ..... —

Public Utilities  
H.K. Tramways ..... \$18.65 s  
Peak Trams (old) ..... \$12 1/2 n  
Peak Trams (new) ..... \$6.55 n  
Satr Ferries ..... \$66 1/2 s  
China Lights (comb.) ..... —  
China Lights (old) ..... \$13 n x r.  
China Lights (new) ..... \$7.90 b rights

H.K. Electrics (old) ..... \$57 1/2 b  
H.K. Electrics (new) ..... \$58 s & sa  
Macao Electrics ..... \$26 1/2 n  
H.K. Telephone ..... \$7 b  
China Buses ..... \$14 1/2 b  
Singapore Tractions ..... \$11.6 n  
Singapore Pref. .... \$16.6 b  
Sandakan Lts. .... \$2 1/2 s

Industrials  
China Sugars ..... \$80 n  
Malabon Sugars ..... \$27 b  
Canton Ices ..... \$1.80 b  
Cements (comb.) ..... \$8.10 b  
Cements (old) ..... \$7 1/2 s  
Cements (new) ..... \$140 n  
H.K. Ropes (old) ..... \$7.10 b  
H.K. Ropes (new) ..... —  
United Aebestos ..... \$5 b

Stores, &c.  
Dairy Farms ..... \$19.10 b  
Watsons ..... \$1.20 n  
Dor A. Wings ..... \$80 cts. b  
Lane, Crawfords ..... \$2 s  
Mackintoshes ..... \$18 b  
Sincere ..... \$11.80 b  
Wm. Powell ..... \$3.65 n

Miscellaneous  
H.K. Amusements ..... \$30 1/2 s  
Hong Kong Constructions ..... \$1 1/4 s  
B. Ind. G. Bonds ..... \$7 1/2 s  
H.K. Govt. Loans ..... \$5 b Prem.

ing centres of the World, in both British and foreign countries, including an office in Shanghai, in charge of Col. L. M. Cosgrave, which formerly had jurisdiction over the South China and Hong Kong areas.

## EXCHANGES.

## YESTERDAY'S QUOTATIONS.

On London—  
Bank, wire ..... 1/11 1/2  
Bank, on demand ..... 1/11 7/16  
Bank, 30 days sight ..... —  
Bank, 4 months sight ..... 1/11 1/2  
Credits, 4 months sight ..... 2/- 3/4  
Locumotary 4 months sight ..... 2/- 1/2

On Paris—  
On demand ..... 1212 1/2  
Credits, 4 months ..... 1287 1/2

On Berlin—  
On demand ..... 47 1/2  
Credits, 60 days sight ..... 49

On New York—  
On demand ..... 130 1/2  
Credits, 60 days sight ..... 130 1/2

On Calcutta—  
Wire ..... 130 1/2  
On demand ..... 130 1/2

On Singapore—  
On demand ..... 84 1/2  
On Manila—  
On demand ..... 95 1/2  
On Shanghai—  
On demand ..... 79 1/2  
30 day's sight (previous paper) ..... 105 1/2

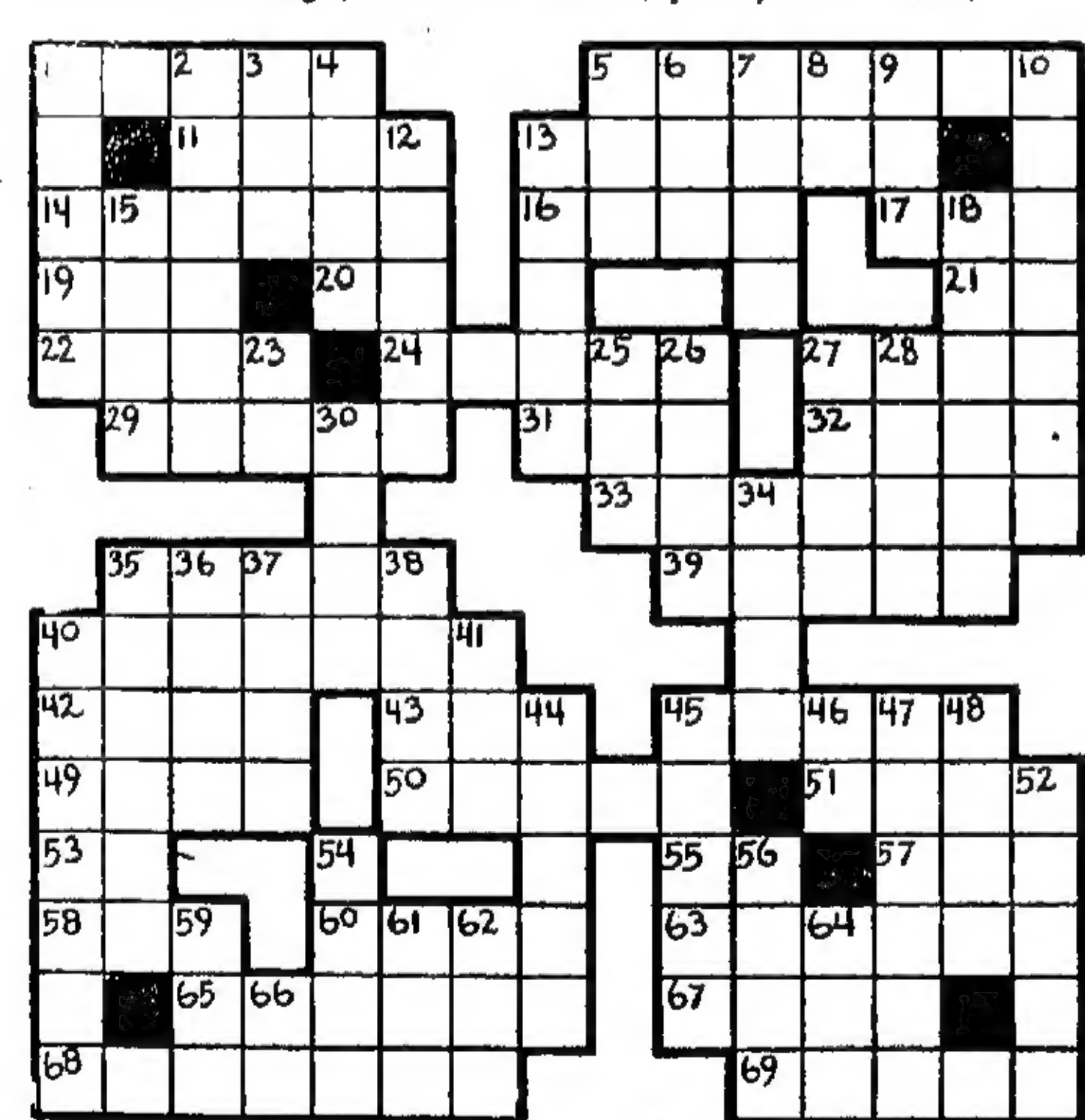
On Yokohama—  
On demand ..... 105 1/2  
Gold Leaf, 100 Lvs. (per tael) ..... 9.90  
Silver (per oz.) ..... 25 1/2  
Silver in Hong Kong ..... 8% Prem.  
Copper Cash ..... Nominal  
Chinese Copper Cents 6% Prem.  
Rate of Native Interest ..... 7% p.a.  
Chinese Sub. Coin ..... 34 1/2% dis.  
Hong Kong Sub. Coin Par.

## LONDON EXCHANGES

London, Friday.  
Paris ..... 124.20  
New York ..... 4  
Brussels ..... 34.945  
Geneva ..... 25.195  
Amsterdam ..... 12.06 1/2  
Milan ..... 92.65  
Berlin ..... 20.46  
Stockholm ..... 18.165  
Copenhagen ..... 18.205  
Oslo ..... 18.195  
Vienna ..... 34.53  
Prague ..... 163 1/2  
Helsingfors ..... 193  
Madrid ..... 34.025  
Lisbon ..... 103  
Athens ..... 75  
Bucharest ..... 818 1/2  
Buenos Aires ..... 47 1/2  
Bombay ..... 1/5 29/32  
Shanghai ..... 2/5 1/2  
Hong Kong ..... 1/11 1/2  
Yokohama ..... 1/10 3/16  
Silver Spot & Forward ..... 25%  
—British Wireless Service.

## OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional rhymetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**  
1—Conspiracy  
5—Birthplace of Napoleon  
11—Covering of a seed  
13—Sultan and sultane  
14—Famous canal  
16—A date in the Roman calendar  
17—A wand  
18—Possess  
20—Prefix. Same as "ed"  
21—The Greek M  
22—Necessity  
24—To stop  
27—Combining form.  
29—Flock  
31—Rather than  
32—A silver between  
33—Southern constellation  
38—Those of an old sect of the Jews  
39—A musical  
40—An island of Malay Archipelago  
42—A Scandinavian navigator  
43—Purposive  
45—To squint  
49—A small valley (poet.)
- HORIZONTAL (Cont.)**  
50—A. American ruminant  
51—To stagger in walking  
53—Pronoun  
55—Linnæan Society (abbr.)  
57—The cry of a sheep  
58—A meadow  
59—Scandinavian myth  
60—A shrub (pl.)  
61—Unfolded  
67—To navigate  
68—To supplant  
69—Nuisances
- VERTICAL**  
1—Large chicken of fine flesh  
2—A standard  
3—Southern constellation



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Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

## HONG KONG—MACAO LINE.

From Hong Kong: 8.00 a.m. "SUI TAI" (Sundays Excepted)  
From Macao: 8.00 a.m. "SUI TAI" (Sundays Excepted)  
From Hong Kong: 2.00 p.m. "SUI TAI" (Sundays Excepted)  
From Macao: 2.00 p.m. "SUI TAI" (Sundays Excepted)

### SPECIAL NOTICE.

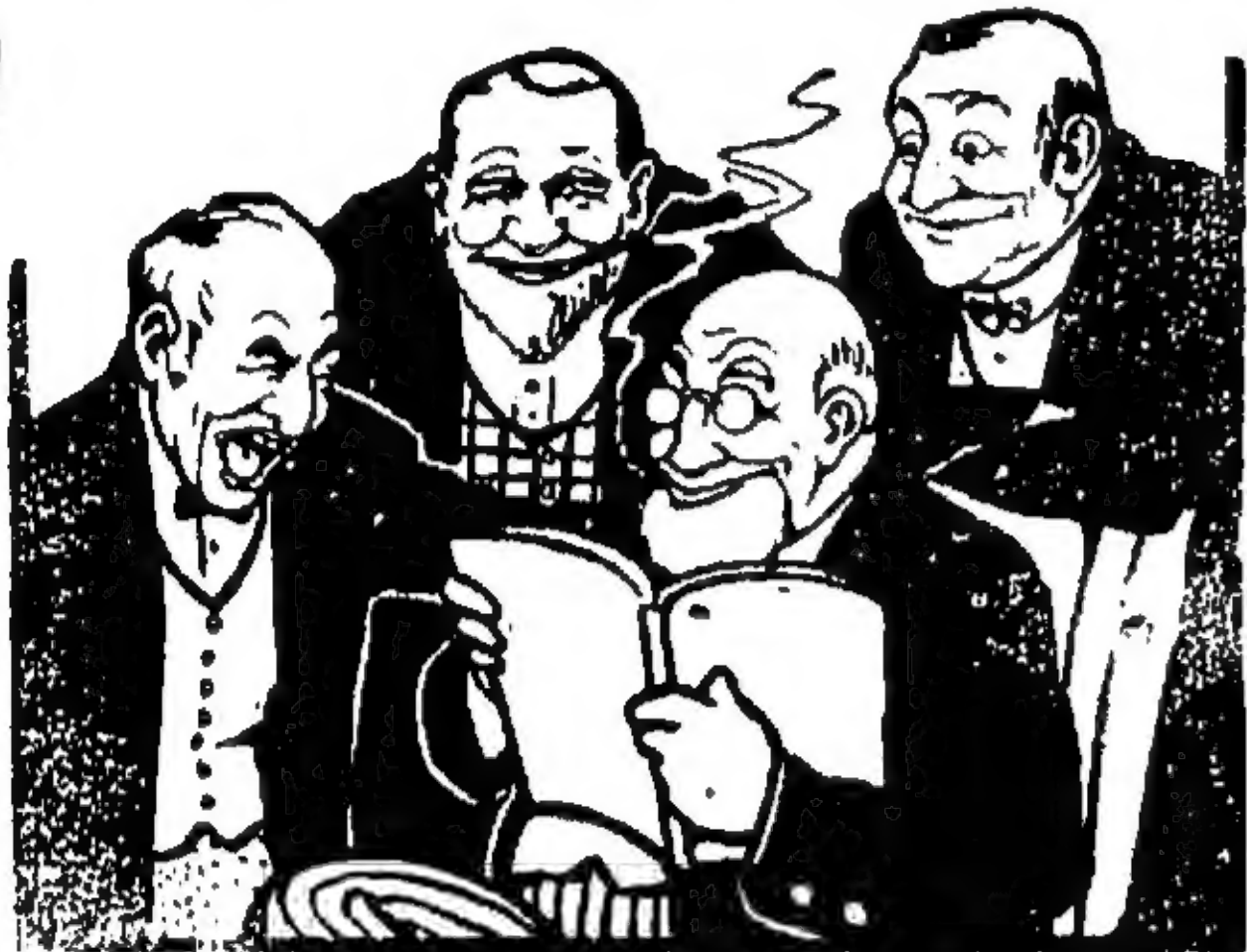
No morning sailing to Macao on Monday and Tuesday, 13th and 14th inst.

No afternoon sailing from Macao on Monday and Tuesday, 13th and 14th inst.

### SUNDAY EXCURSION:—

From Hong Kong: SUNDAY, 12th May.  
9.00 a.m. "SUI AN" 4.00 p.m. "SUI AN"

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Your inspection of our large stocks of newly-arrived clothes for summer wear is solicited at

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3, D'Aguiar Street.

## HOME SPORT.

### A ONE-SIDED BOAT RACE

Most people expected that Cambridge, in the centenary Boat Race would achieve the victory needed to make their score level with Oxford's. They looked the more powerful crew, and they had done some very fast times in practice over certain reaches. They, furthermore, won the toss and chose the Surrey station, involving the advantage of the inside of the bend to Hammermill. This, however, was a bagatelle in comparison with the superiority they showed at all stages of the struggle. They gradually forged ahead in a beautiful rhythm, while Oxford, in trying to keep level with them, gave tokens of stress almost from the outset. Cambridge had drawn clear shortly after a mile, not with a slower stroke than their opponents, were easily able to hold them at bay. Oxford's bow oars got very short (it was discovered at 1 1/4 mile) that one of them had a latent influenza) and the Cambridge crew increased steadily until it was five lengths at Barnes Bridge. They passed the winning-post seven lengths ahead having completed the course in 19 minutes, 24 seconds and it is probable that they could have taken records if they had been really pressed in the race. They are one of the strongest crews that have ever taken the water for either University. This was Cambridge's sixth successive victory, and their ninth in the races that have been rowed since the War. It has become the custom to hold a Head of the River Championship race on the afternoon of Boat Race day from Mortlake to Putney upon the ebb-tide. It was won by London R.C. with Thames R.C. only a single second behind them.

### Cambridge Win the Sports

Cambridge won the Sports too for the fourth year in succession. It was the first time of holding the contest at Stamford Bridge, and the attendance was the record one of 16,000. Oxford were thought to have just a fair chance of gaining the majority of events, but they began by disappointing expectation in the Hundred Yards, and their chances were gone when their President, Leigh-Wood, failed to carry off the Quarter. Their only successes were in the Three Miles, Putting the Weight, Pole Vault and High Jump, so that they lost by seven events to four.



A WATER JUMP.—A scene at the Grafton hunt trials at Langford farm, Kreen's Norton, near Towcester. Mrs. Mills on "Dawn" just clears the water jump with a splash, in the Ladies' Open Class.—(Sport and General).

## SOCIAL GOSSIP

The War Secretary is in great demand just now as a speaker at private dinners, got up with the object of raising Conservative election funds. He has an excellent head for figures and a keen political sense, and can be relied upon to make the best of any case in which he believes.

Mr. Eric Horsburgh-Porter, who has been commissioned to paint a portrait of Lady Lansdowne, is the chief assistant of Mr. Stephen Bon and the nephew of Lord Ashbourne, the killed Irish peer. With Mr. Bone he was responsible for the mural paintings 950 ft. square depicting the various activities of the Underground Railways.

The titles chosen by the new peers upon whom Baronies were bestowed in the New Year Honours are announced in the "London Gazette." They are:—

Sir Jesse-Boot—Baron Trent, of Nottingham.  
Sir Berkeley G. A. Moynihan—Baron Moynihan, of Leeds.  
Mr. Urban Huttleston Rogers—Baron Fairhaven, of Lode, in the county of Cambridge.

From a reliable source it is learned that Prince Takamatsu, the second brother of the Emperor, is planning a visit to Europe. This will not take place until after his marriage in the autumn to Princess Kikuko Tokugawa, granddaughter of the late Shogun, and it may even be deferred till the Spring of next year. It is understood that Prince Takamatsu will take the opportunity of returning the visit of the Duke of Gloucester. After his official duties Prince Takamatsu proposes to spend about a year in Great Britain and the Continent studying naval and other affairs. As his Imperial Highness is a naval officer it may be expected that he will be seen in several of the dockyards of the Royal Navy.

On the subject of party funds it is being said that Mr. Ramsay MacDonald is by no means anxious to become too greatly beholden to Sir Oswald Mosley. The latter has intimated that he can attract large sums to the Socialist coffers, but Mr. MacDonald is being rather off-hand about these proposals at the moment.

A remarkable vogue for the works and sayings of Mr. George Bernard Shaw is developing in the United States at the present time. His every public utterance is called to America in full—a distinction which he shares with few Englishmen (or Irishmen), except the Prince of Wales. Englishmen in New York find it difficult to account for this state of affairs, unless it be attributable in part to Mr. Shaw's persistent and vigorous refusal of all invitations to cross the Atlantic.

At a moment when thoughts are turned to the great personalities of the war it is of special interest that an official life of Earl Haig is about to be written. The biographer will be Major-General Sir Frederick Maurice, who will have full access to all official records which he may require in order that the account of the late Field-Marshal's military career may be complete in every respect. Sir Frederick Maurice is a trenchant and accomplished writer, and as Director of Military Operations from 1915 to 1918, was in a peculiarly advantageous position to be familiar with the aspects of Lord Haig's life with which he will be dealing. The termination of Sir Frederick's military career resulted from his denunciation of certain statements, relative to the conduct of the war, made in 1918 by Mr. Lloyd George. The work which he is about to undertake may therefore be expected to throw interesting light on various aspects of the relations which existed between the command of the British forces in France and the ex-Premier.

### Paris v. London

We generally look for a French victory in this popular lawn tennis contest, but the "three days" play at Dalwich, although it brought the usual result, was rather encouraging from the standpoint of the English game and its development. The Frenchmen won by twelve matches to nine, but some of our younger players showed real improvement. Nigel Sharpe, in particular, distinguished himself by beating Boussus in three sets and de Buzolet in four, these being the two men who come next after the "big four" of France. Sharpe has reached a well thought-out and organised game, and his combination of safety and speed seems to make him the most promising of all our rising players.

### Premier on Football

The Prime Minister kicked off in the final for the Malvern Hospital Cup, making a long drive which sent the ball nearly half-way down the field. It was such a fine kick that a supporter of the winning team, Colwall, kept urging his men to "kick like the Premier." Mr. Baldwin presented the cup and medals to the teams on the grandstand. Speaking from the stand, Mr. Baldwin said:—"I played football every day of my life from ten years of age until I was twenty-one, and I enjoyed it very much. Of course, it is a head-work as well as a game, and you can imagine how old-fashioned I am. "If you want to be really good at football you have to play from the time you are a child with a ball as if it were tied with a bit of string to your toe. The feet will beat head work every time. The same applies to shooting at goal. I think the one weak spot was the gathering with the foot quick and dead. The thing is done in a second. That was not very good to-day. I think there were two or three chances absolutely thrown away. It is a thing that wants an awful lot of practice. What I would urge on the youngsters is to practise with the ball all the time—shooting at every conceivable angle, shooting quickly, and gathering the ball quickly." The Prime Minister observed that if he had been playing that day he would have lasted about one minute. "I do love the game so much that I want to see it played as well as over it will be played. Footballers in Worcester are as good as they can be found anywhere."

### Donoghue Married

The secret marriage of Steve Donoghue, the famous jockey, and Miss Ethel Finn, of Warrington, who has been appearing at a Paris music hall, has just been revealed. Mrs. Donoghue, interviewed, said that they adopted numerous devices to keep the wedding secret. "Steve used to fly over to Paris to see me," she declared, "but we never walked out in the same park twice, in case people might suspect our courtship. There was no reason for our secrecy, except that we enjoyed the fun of keeping our happiness to ourselves."

### Golfer Attacked

Four terrier dogs decided who should win a golf competition of the Guildford Alliance, at Worplesdon, Surrey, recently. They attacked A. J. Howlett, the veteran professional attached to the West Surrey Club, just when he seemed certain to win, and he finished second. After hitting a good drive to the 15th hole he was about to play his second shot when four dogs ran out of a garden adjoining the links, and attacked him. Howlett was not bitten, but naturally he missed his shot, the ball going out of bounds, and costing him stroke and distance. He took eight for this hole, and though he finished in figures better than par (3, 4, 4), he finished second with a score of 74 plus two—76. The winner was a young assistant professional, F. Wallis, of St. George's Hill, who, playing from scratch, went round in 75, to take the leading award as well as the assistant professionals' prize.

Sir Daniel M. Stevenson, Bart., of Glasgow, who has returned home from Morocco, had most cordial interviews in Paris and Madrid with Monsieur Poincare and General Primo de Rivera.

Mr. Dubose Hayward, the co-author of "Porgy," the new negro play at the Princes Theatre, London, on April 10, is an insurance agent turned poet. He was born in Charleston, South Carolina, the most picturesque, old-fashioned town in the United States, and married a playwright. With her assistance he has achieved his ambition and has written a play founded on his book. He is shy and delicate-looking.

The decision of Admiral Sir Reginald Hall not to contest Eastbourne at the coming general election will remove a picturesque war figure from one aspect of public life. As Director of Naval Intelligence at the Admiralty, "Blinker" Hall was a master spy hunter. If only for the number of spies, male and female, whom he successfully removed, the State owes Sir Reginald a great debt, but a far greater debt will be revealed when someone who knows is able to write the truth about the origin of the mutiny in the German Navy at Kiel in the closing months of the war.

One of Mr. Neville Chamberlain's remarks during the debate on the third reading of the Local Government Bill has set the Parliament gossip talking hard. When he was praising the help given to him by his principal assistant at the Ministry of Health, Sir Kingsley Wood, he spoke pointedly of the proofs he had given of his capacity for high office. Does this mean, people are asking, that Mr. Neville Chamberlain contemplates transit to the House of Lords, and is advocating the claims of Sir Kingsley to succeed him at the Ministry? If the Conservatives are again returned to power? At the formation of the present Ministry it was a little awkwardness of Parliamentary manner rather than of administrative talent that dented Sir Kingsley one of the principal pastures he now treads upon. In the meantime he has refused other posts in order to continue with his present chief.



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## BRUNSWICK RECORDS

JUST RECEIVED

### DANCE

- 3877—I Don't Know What To Do... Fox-Trot The Clevelanders
- 3943—I Think of What You Used to Think of Me Abe Lyman's Orch.
- 4116—Lag Doll... Wm. Wignes Orch.
- 4116—The Land of Going To Be... Walts
- 4184—When Summer is Gone... Fox-Trot Meyer Davis Sinep.
- 4185—Happy Days and Lonely Nights... Abe Lyman's Orch.
- 4186—I Can't Give You Anything But Love... Abe Lyman's Orch.
- 4187—BABY... "
- 4187—Dream Train... "
- 4187—Don't Be Like That... "
- 4145—A Room With A View... Wm. Wignes Orch.
- 4145—Watching The Clouds Roll By... "

### VOCAL & INSTRUMENTAL

- 4006—Repas Band March... Band U.S. Military Band
- 3976—Under The Double Eagle... "
- 3976—To Spring... Piano Duet Fairchild Rainger
- 4010—Twinkletoes... "
- 4010—If I Lost You... Piano Solo Lee Sims
- 4126—When Summer Comes... "
- 4126—Happy Days and Lonely Nights... Vocal June Pursell
- 4141—High Up On A Hill Top... "
- 4141—My Tonia... Nick Lucas
- 4141—The Song I Love... "
- 4148—Neapolitan Nights... Pipe Organ Eddie Dunsteter
- 4152—Sonny Boy... "
- 4152—I Can't Give You Anything But Love... Lee Sims
- 4152—(Piano)
- 15193—Sonny Boy... Soprano Florence Easton
- 15193—Indian Love Call... "
- 15193—Kiss Me Again... "

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## LAWN TENNIS

## Sensation in the League

## DAY FOR HOME TEAMS

## C.R.C. Go Under in "A" Division

The Chinese Recreation Club who have figured most conspicuously in the Hong Kong Tennis League for the past decade, and were triple champions for the last three seasons, lost to the Hong Kong C.C. in the "A" division yesterday, by the odd set in nine, under the new system of scoring. This unexpected result will cause a mild sensation in local tennis circles.

The "B" team of the C.R.C. severely trounced their compatriots, the South China A.A., the latter being runners-up in this division a year ago.

All the home teams, with one exception, secured victories in the nine fixtures which were decided.

## "A" Division

## HONG KONG C.C. v. C.R.C.

On their own ground, the Hong Kong C.C. defeated the Chinese R.C. by five sets to four.

Scores:—

G. W. Sewell and A. D. Humphreys (H.K.C.C.)—

lost to M. W. Lo and M. K. Lo—4-6

beat Ho Ka-lau and Yew Man-Kit—6-4

beat Ng Sze-kwong and C. Choa—6-4

J. G. Lawrie and A. J. Armstrong (H.K.C.C.)—

lost to M. W. Lo and M. K. Lo—0-6

beat Ho Ka-lau and Yew Man-Kit—8-6

beat Ng Sze-kwong and C. Choa—6-1

E. D. Lawrence and H. Owen Hughes (H.K.C.C.)—

lost to M. W. Lo and M. K. Lo—0-6

lost to Ho Ka-lau and Yew Man-Kit—3-6

beat Ng Sze-kwong and C. Choa—6-4

CRAIGENGOWER C.C. v. M.B.K.

At Happy Valley, the Craigengower C.C. lost to the Mitsui

Bussan Kaisha by two sets to seven.

Scores:—

J. W. Leonard and G. Lia (C.C.C.)—

lost to T. Honda and T. Akiyama—0-6

lost to T. Yamada and Nimura—9-11

lost to H. Yoshida and U. Kawaguchi—5-7

O. Ismail and E. Zimmermann (C.C.C.)—

lost to T. Honda and T. Akiyama—1-6

lost to T. Yamada and Nimura—4-6

lost to H. Yoshida and U. Kawaguchi—3-6

H. D. Rumjahn and G. Bodiker (C.C.C.)—

lost to T. Honda and T. Akiyama—4-6

beat T. Yamada and Nimura—6-1

beat H. Yoshida and U. Kawaguchi—7-5

The match between the South China Athletic Association and the Indian Recreation Club was postponed.

## "B" Division

## CHINESE R.C. v. S.C.A.A.

At Causeway Bay, the Chinese R.C. defeated the South China A.A. by nine sets to nil.

Scores:—

Lu Tak-cheuk and H. Lo (C.R.C.)—

beat Ng Shau-kwan and Tsang Choon-nin—6-4

beat Tso Choon-yau and Li Yu-wing—7-5

beat Leung Ki-chiu and Ko Tso-wang—6-1

Lai Kwong-tsun and Lau Fook-ki (C.R.C.)—

beat Ng Shau-kwan and Tsang Choon-nin—6-2

beat Tso Choon-yau and Li Yu-wing—6-1

beat Leung Ki-chiu and Ko Tso-wang—6-0

Cheng Chi-wing and Lau Man-ching (C.R.C.)—

beat Ng Shau-kwan and Tsang Choon-nin—6-1

beat Tso Choon-yau and Li Yu-wing—6-3

beat Leung Ki-chiu and Ko Tso-wang—6-0

HONG KONG C.C. v. R.E. & R.S.

On their own ground, the Hong Kong C.C. defeated the Royal Engineers and Royal Corps of Signals by six sets to three.

Scores:—

beat S. A. Ismail and A. H. Madar—6-4

beat S. A. R. Bux and N. B. Kitchell—6-2

beat S. S. Hussain and D. Mohamed—6-4

G. de Sousa and H. T. Lee (University)—

beat S. A. Ismail and A. H. Madar—6-4

lost to S. A. R. Bux and N. B. Kitchell—5-7

beat S. S. Hussain and D. Mohamed—9-7

M.B.K. v. NIPPON

On their own ground, the Mitsui Bussan Kaisha defeated the Nippon Club by six sets to three.

Scores:—

M. Kitajima and T. Edo (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-4

beat Y. Sajiki and K. Yoshikawa—6-4

beat K. Nakura and T. Fujieda—6-3

S. Fukushima and T. Ema (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-2

lost to Y. Sajiki and K. Yoshikawa—4-6

beat K. Nakura and T. Fujieda—6-3

M. Tohchi and J. Nakamura (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-3

lost to Y. Sajiki and K. Yoshikawa—5-7

lost to K. Nakura and T. Fujieda—2-6

## "C" Division

## RECREIO v. R.A.O.C.

At King's Park, the Club de Recreio defeated the Royal Army Ordnance Corps by seven sets to two.

Scores:—

J. L. Xavier and M. Remedios (C. de R.)—

beat Maj. White and S/Sgt. Runny—6-4

beat S. Comdr. Pavor and L/Cpl. Morgan—6-1

beat S/Sgt. Hardy and Cpl. Thomson—7-5

M. Oliveira and A. Ribeiro (C. de R.)—

beat Maj. White and S/Sgt. Runny—8-6

beat S. Comdr. Pavor and L/Cpl. Morgan—6-2

beat S/Sgt. Hardy and Cpl. Thomson—3-6

L. A. Rocha and G. A. Noronha (C. de R.)—

beat Maj. White and S/Sgt. Runny—6-3

beat S. Comdr. Pavor and L/Cpl. Morgan—7-9

beat S/Sgt. Hardy and Cpl. Thomson—14-12

O. E. C. Manton and C. E. Holmes (H.K.C.C.)—

beat Col. Skinner and Capt. de Linde—6-0

beat Maj. Kerrieh and S/M Atkinson—6-2

beat Maj. Tosh and Sgt. Trumper—6-2

C. C. Stark and W. A. Nowers (H.K.C.C.)—

beat Col. Skinner and Capt. de Linde—6-2

beat Maj. Kerrieh and S/M Atkinson—6-3

beat Maj. Tosh and Sgt. Trumper—7-5

G. de Man and C. Stigter (H.K.C.C.)—

lost to Col. Skinner and Capt. de Linde—4-6

lost to Maj. Kerrieh and S/M Atkinson—6-8

lost to Maj. Tosh and Sgt. Trumper—2-6

## RECREIO v. K.C.C.

On their own ground, the Club de Recreio defeated the Kowloon C.C. by seven sets to two.

Scores:—

L. A. Rocha and G. A. Noronha (C. de R.)—

beat L. Jack and Mackintosh—6-2

beat W. M. Gittins and A. E. Guest—6-2

beat G. Lee and Hambly—6-4

L. A. Ribeiro and A. V. Remedios (C. de R.)—

lost to L. Jack and Mackintosh—4-6

lost to W. M. Gittins and A. E. Guest—5-7

beat G. Lee and Hambly—6-3

A. A. Remedios and R. Roberts (C. de R.)—

beat L. Jack and Mackintosh—9-7

beat W. M. Gittins and A. E. Guest—9-7

beat G. Lee and Hambly—6-3

## UNIVERSITY v. I.R.C.

At Pokfulam, the University defeated the Indian R.C. by seven sets to two.

Scores:—

P. C. Lim and T. K. Lien (University)—

beat S. A. Ismail and A. H. Madar—6-4

beat S. A. R. Bux and N. B. Kitchell—6-3

lost to S. S. Hussain and D. Mohamed—5-7

T. W. Chong and T. K. Tan (University)—

beat S. A. Ismail and A. H. Madar—6-4

beat S. A. R. Bux and N. B. Kitchell—6-2

beat S. S. Hussain and D. Mohamed—6-4

G. de Sousa and H. T. Lee (University)—

beat S. A. Ismail and A. H. Madar—6-4

lost to S. A. R. Bux and N. B. Kitchell—5-7

beat S. S. Hussain and D. Mohamed—9-7

## M.B.K. v. NIPPON

On their own ground, the Mitsui Bussan Kaisha defeated the Nippon Club by six sets to three.

Scores:—

M. Kitajima and T. Edo (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-4

beat Y. Sajiki and K. Yoshikawa—6-4

beat K. Nakura and T. Fujieda—6-3

S. Fukushima and T. Ema (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-2

lost to Y. Sajiki and K. Yoshikawa—4-6

beat K. Nakura and T. Fujieda—6-3

M. Tohchi and J. Nakamura (M.B.K.)—

beat N. Nomura and K. Suyenaga—6-3

lost to Y. Sajiki and K. Yoshikawa—5-7

lost to K. Nakura and T. Fujieda—2-6

## "C" Division

## RECREIO v. R.A.O.C.

At King's Park, the Club de Recreio defeated the Royal Army Ordnance Corps by seven sets to two.

Scores:—

J. L. Xavier and M. Remedios (C. de R.)—

beat Maj. White and S/Sgt. Runny—6-4

beat S. Comdr. Pavor and L/Cpl. Morgan—6-1

beat S/Sgt. Hardy and Cpl. Thomson—7-5

M. Oliveira and A. Ribeiro (C. de R.)—

beat Maj. White and S/Sgt. Runny—8-6

beat S. Comdr. Pavor and L/Cpl. Morgan—6-2

beat S/Sgt. Hardy and Cpl. Thomson—3-6

L. A. Rocha and G. A. Noronha (C. de R.)—

beat Maj. White and S/Sgt. Runny—6-3

beat S. Comdr. Pavor and L/Cpl. Morgan—7-9

beat S/Sgt. Hardy and Cpl. Thomson—14-12

Maj. C. Willson and J. Barrow (C.S.C.C.)—

beat Q.M.S. Guinan and Q.M.S. McCulloch—6-4

beat Lt. Martin and Q.M.S. Goddard—6-4

beat Sgt. Palmer and Sig. Atwood—6-0

D. Valentine and C. Spittey (C.S.C.C.)—

beat Q.M.S. Guinan and Q.M.S. McCulloch—6-3

beat Lt. Martin and Q.M.S. Goddard—6-2

beat Sgt. Palmer and Sig. Atwood—6-1

J. Bendall and R. Jones (C.S.C.C.)—

beat Q.M.S. Guinan and Q.M.S. McCulloch—6-1

beat Lt. Martin and Q.M.S. Goddard—6-2

beat Sgt. Palmer and Sig. Atwood—6-0

ATHLETIC SPORTS

(Continued from Page 1.)

440 yards (Junior).—1, A. Nham

(Time: 1 min. 4 secs.); 2, A. Fisher.

440 yards (Senior).—1, Murata

(Time: 57 secs.); 2, J. Lezama.

120 yards (girls of St. Mary's School).—1, Alfreda Rozario; 2, Georgina Fernandez.

220 yards (Handicap (College Scouts)).—1, A. Assis; 2, H. Guterres.

440 yards Handicap (College Ambulancemen).—1, Woo Pak-foo; 2, Yau Cheong.

Sack Race (Junior and Senior).—1, C. Victor; 2, A. Abbas.

Half Mile (Junior).—1, A. Fisher (Time: 2 mins. 30.1/5 secs.); 2, A. Cruz.

Half Mile (Senior).—1, J. Sequeira (Time: 2 mins. 14.4/5 secs.); 2, J. Lezama.

Two Miles' Bicycle Race.—1, E. Roza; 2, L. Roza; 3, Au Yee-cheng.

120 yards Handicap (girls of St. Francis School).—1, Mary Pau; 2, Mary Fisher.

120 yards Handicap (girls of the Canossian Institute).—1, Caroline Gardner; 2, Carolina Harros.

One Mile (Senior).—1, J. Sequeira (Time: 4 mins. 57 secs.); 2, Lee Kin-wah.

One Mile (Junior).—1, J. Pereira (Time: 5 mins. 10 secs.); 2, A. Cruz.

One Mile (open to Military).—1, Abdul Safur (Time: 4 mins. 48 secs.); 2, Indar Singh.

220 yards Handicap (Old Boys).—1, C. d'Almada (Time: 23.3/5 secs.); 2, J. Figueiredo.

100 yards Handicap (Veterans).—1, F. L. Marques; 2, E. Antonio.

Invitation Relay (Local Schools).—1, St. Paul's College; 2, Queen's College.

Inter-Class Relay (Small Boys).—1, Class 4 (Kowloon); 2, Class 5a.

Inter-Class Relay (Junior).—1, Class 3a; 2, Class 5a.

Inter-Class Relay (Senior).—1, Class 2c; 2, Matriculation.

Inter-Hong Relay (teams of Old Boys).—1, Hong Kong Electric; 2, Hong Kong University.

50 yards Handicap (boys under 10).—1, S. Ozorio; 2, D. Alves; 3, F. Sequeira.

120 yards Consolation Race (Junior and Senior).—1, C. Marques; 2, H. Botelho.

Senior Championship Gold Medal.—Won by M. Murata (15 points).

Junior Championship (Silver Medal).—Won by Kawamura (18 points).

Prize Donors

The thanks of the College are due to the following prize donors:—

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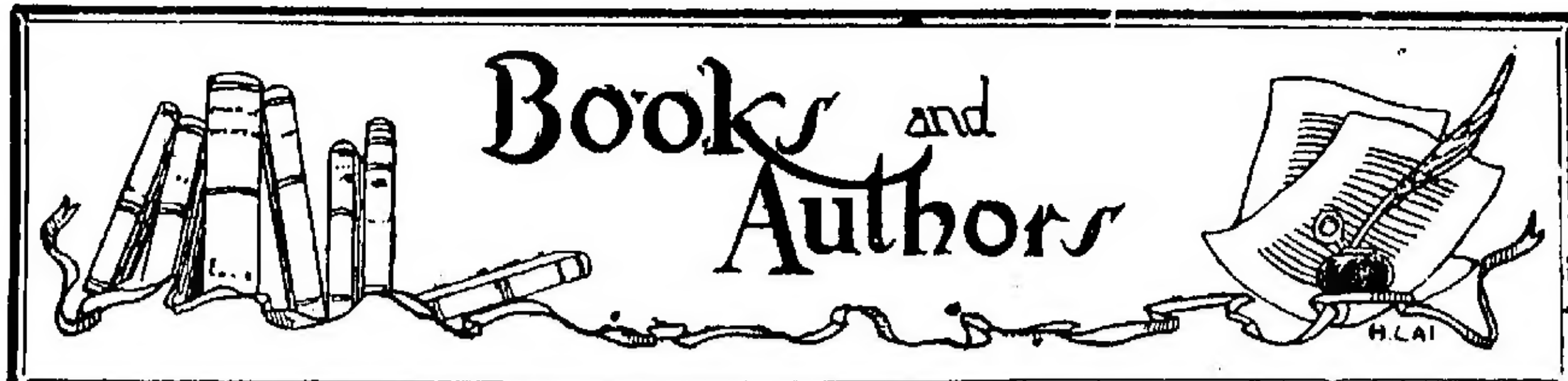
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Scorers.—Messrs. V. Chan, and Trian Xuong.

Clerk of the Course.—Mr. J. Passmore.

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## "HERALD" REVIEWS

## A Trio of the Latest Books

## GERMAN LITERATURE

["Great German Short Stories," Benn 8/6.]

In the course of the past few months there have been published several volumes of what one critic described as "Omnibus books." Large volumes each of over one thousand pages and unfortunately sometimes with very small print. "Great German Short Stories" is such a book but the print is definitely large and this makes for pleasant reading.

It has been edited by Messrs. Lewis, Melville, and Reginald Hargreaves, and published in a most attractive binding by Ernest Benn, Limited, and all connected with the production are to be congratulated upon giving us a book instructive, interesting, and valuable, and at a most reasonable price.

There is a wealth of talent to choose from in German literature and the main difficulty in arranging this edition could not have been what to include but what to omit but still maintain the truth of the title. The first story "Old Hildebrand" was written in the early ninth century, and the last "Autumn" in the present century. Between these the stories are from the pens of authors famous from time to time each story being put in its chronological order.

The earlier stories are mainly German folk lore and each has its moral which is only to be expected from a nation of sentimentalists. Humour does not appear to be stressed to any extent and again he could expect nothing else. Stories of armed knights and gallant deeds naturally find prominent places, since German ideas tended towards battle and chivalry. Nostalgia, especially in the tales from the southern part, comes into many of the extracts in fact very few countries could provide in their literature more splendid examples of its use. Superstition in many cases is used as a tool upon which to hang a story and this shows in a way the influence of religion on the German people.

There may be some question as to whether some of the tales can be truly described as Short Stories but the actual length is immaterial since the matter contained is so excellent.

This book, in a most indirect manner is really a history of the German people since the various authors have, perhaps unconsciously, echoed the national feeling in their works and reading through without picking a story here and there it is possible to trace periods of prosperity and depression.

As there are fifty stories it would be impossible, or if not impossible, silly to mention any one in particular as being worth reading since all are, but one must mention that stories have been taken from the works of Mythenhausen, Goethe von Schiller, Hoffman, Grimm and Gottfried Keller. These names show that nothing but what is best in German literature has been included and as the introduction tells us "The aim in this volume has been to include examples of the work of all such writers whose stories have been, both in essence and expression, essentially Teutonic."

This volume will be found a most valuable addition to one's library and one owes the editors and publisher a debt of gratitude for providing us with such a number of beautiful stories in such a pleasant form.

## Zane Grey's New Novel

["Wild Horse Mesa," by Zane Grey; Hodder and Stoughton, 7/6.]

The mystery and insurmountable nature of Wild Horse Mesa, Panquitch, the perfect horse and the romance of Chane Weymer have been put together in the form of a most interesting novel by Mr. Zane Grey.

Chane Weymer is a Wild horse wrangler and in pursuance of his ordinary work comes to Wild Horse Mesa and waits there for Toddy Nokin, an Indian who is helping him to collect horses. In camp he meets Manerube, a thoroughly bad character, who is attempting to abduct an Indian girl, the daughter of Nokin. Chane drives him out of camp and later leaves the place himself with a drove of some twenty wild horses. He is attacked and just manages to escape on his own horse, Brutus. He finds himself again on Wild Horse Mesa, and catches sight of Panquitch and swears he will capture the beautiful stallion.

Half dead he stumbles into the camp of Melberne and Loughbridge who are engaged in capturing wild horses and employ Chane's younger brother, Chess Weymer, together with about four others of whom Manerube made himself leader in a very short time. Melberne's daughter, Sue, is in camp and before Chane's arrival had heard a great deal of him from Chess who said "She would

have to love him." The two meet and the remainder of the story is the history of their courtship; a vivid description of one of the cruellest methods of capturing horses that could ever be imagined, and finally the capture of Panquitch. Chane, at the request of Sue, releases the animal and so proves his love for her and freedom.

The story and the characters themselves are, in a way, different from Zane Grey's usual style, but this rather improves the book, if it is compared with some previous ones. Chane Weymer is a splendid character and this, the history of wild horse wrangling, should be read by all who love horses.

## The Demon Doctor

["The Worst Man in the World," by Sydney Horler; Hodder and Stoughton, 7/6.]

When Mr. Sydney Horler created the character of Dr. Vivanti he made up his mind that he was creating a villain, but he could not possibly have realised what a villain he would turn out to be.

This is the latest of the Vivanti series contains twelve episodes in the life of this demon doctor and describes with graphic detail how his plans were invariably thwarted by Peter Repington, and his beautiful fiancée Elsie Summers.

The main idea in most of the stories is that Vivanti has undertaken the task of rejuvenating elderly millionaires at the expense of healthy young athletes, who are murdered during the process. Peter Repington, an unofficial or free lance, member of the Secret Service sets out to capture the doctor and twelve times (in this book) comes within an ace of doing so, but twelve times does Vivanti escape in a manner that can only be described as miraculous.

In each episode either Peter or Elsie are found in the villain's power and are rescued by the other in marvellous ways. Towards the end it becomes rather too obvious that one of them will be found gagged and bound with Vivanti gloating over his victim and explaining how death will come, only to be cheated at the last moment and forced to make one of his spectacular escapes.

In spite of the monotonous captures and escapes "The Worst Man in the World" is one of the books that once started will be finished before putting out the light. We shall hear more of Dr. Vivanti since he promised Peter Repington at the end of the last episode that for six months he would rest but after that time would renew his efforts to uphold his unenviable reputation of being The World's Worst Man.

## LORD HALDANE

## Simple Confession of Great Man

## AN AUTOBIOGRAPHY

["Richard Bardon Haldane, An Autobiography," Hodder and Stoughton, 25/-]

This is one of the greatest books of the past decade, the simple confession of a truly great man. After describing his schooldays, his adolescent doubting, his student days at Edinburgh and in Germany, and his hard work at the Bar, the author goes on to give the inner history of many world-moving events between 1890 and the present day with vignettes of the principal actors. In the words of the Rt. Hon. H. A. L. Fisher: "Lord Haldane was one of the ablest, kindest, and most valuable of men. The strength of his intellectual digestion was almost as prodigious as his powers of physical endurance. There was no subject however tough or intractable in the sphere of philosophy, law, administration or science which he was unable to master, and having mastered it, to retain in his capacious, well-ordered Scottish head."

## No Purple Patches

Lord Haldane's all too short memoir is distinguished by dignity, candour and modesty. It is free from purple patches and flamboyance, more like Caesar than Cicero, but nevertheless pregnant with facts for future historians and Bacon-like aphorisms. Without indulging either in trumpet-blowing or self-contempt the author is delightfully candid.

It is now generally recognised by experts that Lord Haldane's great organising work at the War Office, 1906-1912, saved Paris in 1914, and it must also be blushing admitted that Lord Haldane, the greatest War Minister Britain has had, was the innocent victim of one of the greatest excesses of panic, calumny, and guttersnipe vituperation that ever disgraced the annals of our varied history.

With admirable philosophic restraint he deals with both these. He says:

"Every kind of ridiculous rumour about me was circulated. I had a German wife; I was the illegitimate brother of the Kaiser; I had been in secret correspondence with the German Government... The Harmsworth Press systematically attacked me, and other newspapers besides. Anonymous letters poured in. One day in response to an appeal in the "Daily Express" there arrived at the House of Lords no fewer than 2,600 letters of protest against my supposed disloyalty to the nation. These letters were sent over to my house in sacks, and I entrusted the opening and disposal of the contents to the kitchenmaid."

A fit way to dispose of such garbage! A vivid illustration of how strong the herd instinct still is, and of how little mankind, even in London, has become a civilised thinking animal!

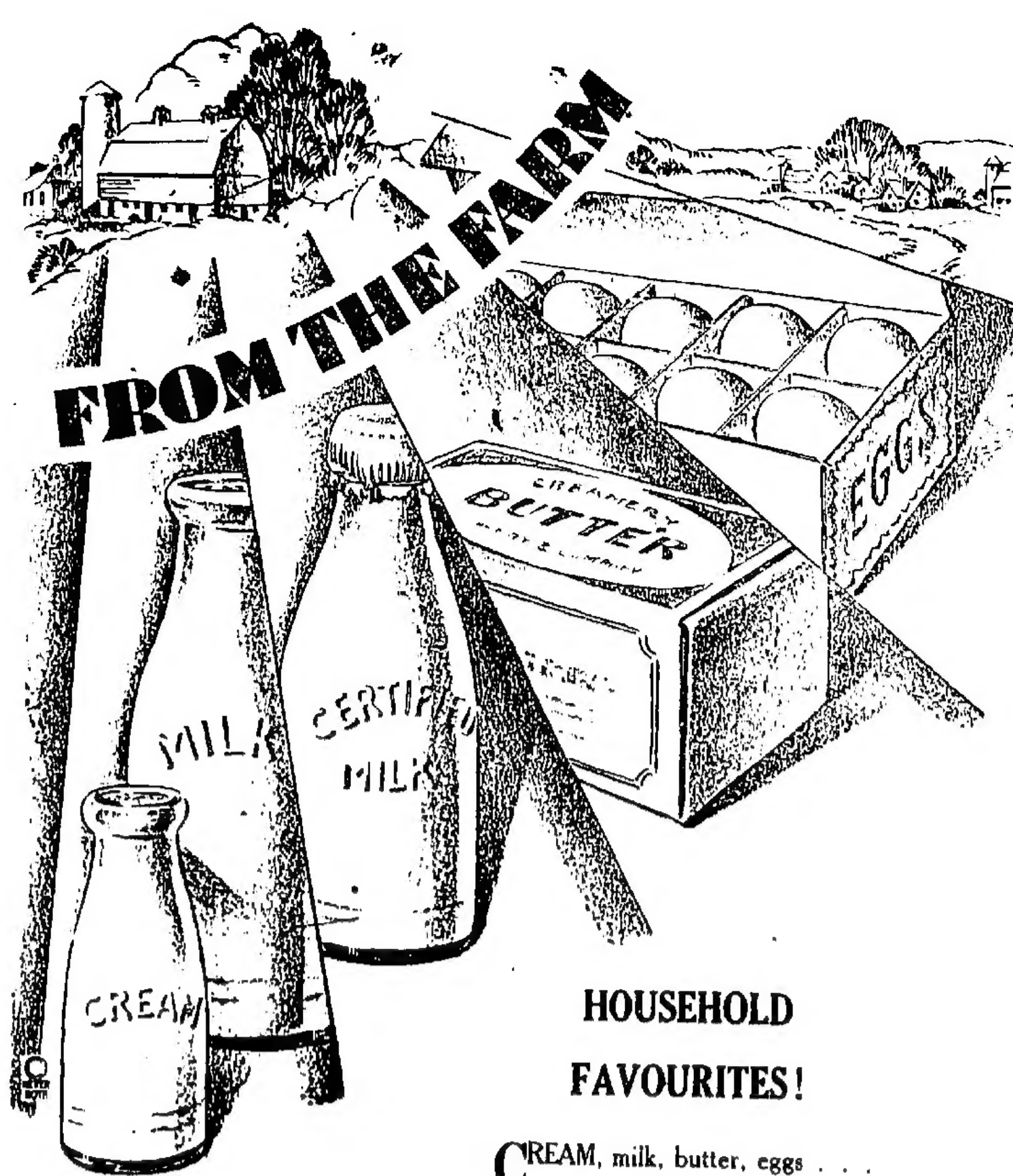
## Personal Interest

The personal interest in these pages is very great, and the reader must regret the strong legal reserve that prevented the author from saying more. With characteristic modesty he does little more than merely catalogue his great achievements at the War Office which he found in chaos and left in order. As E. C. Bently rightly says:

"He (Haldane) carried through an administrative achievement of which a Napoleon might have been proud without having a Napoleon's unquestioned authority. He had to, and did, exercise over his generals, or most of them, a persuasive power amounting to hypnotism. This we know from other evidences than his own."

## Most Poignant Passage

On pages 287-288 is to be found the most poignant passage in the book, the only occasion when the author lifts his veil of stoical reserve. "Before the war ended in our victory I had, of course, a disagreeable time. I was threatened in some danger of being shot at. After the victory in France came and the British troops had returned to London with the victorious chief, Douglas Haig, riding with the King at their head, all London was in a state of rejoicing. I was left alone, solitary in my study at Queen Anne's Gate. It was after dark that evening when my servant came and said that there was an officer who wanted to see me but who would not give his name. I told him to show to my room the officer. The door was opened and



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## CANADA FORGING AHEAD

FACTS AND FIGURES—By RALPH A. COOPER.

## \$2,000,000 Research Laboratory

Tenders will be called shortly for the construction of the new national research laboratory at a cost of not less than \$2,000,000, it was announced by Mr. H. M. Tory, president of the national research council. Plans of the laboratory have already been approved and construction operations are expected to start by May 1, and to be completed by September 30, 1929.

The new building, which is to be classical in design will be 420 feet long and 150 feet deep. It will be erected on property overlooking the Ottawa river, near the Rideau falls and adjoins historic "Farncliffe," which was formerly the residence of Sir John A. Macdonald.

In addition to being equipped with research laboratories for industrial chemistry, engineering physics, industrial engineering, textiles, and economic biology, provision is also made for the study of methods improving the processes of manufacture and for the solution of special problems arising from the development of the natural resources of Canada.

## Oil Bunkering Facilities

The Imperial Oil Company has purchased property in Picton, with the intention of erecting a storage tank with a capacity of 425,000 gallons of crude oil. The company proposes bunkering oil-burning vessels as well as providing for oil furnaces in this section of Nova Scotia.

Another interesting industrial development in Picton is that the Fred Magee Company, Limited, is planning to construct a plant here for the manufacture of fish meal. Waste material from lobsters will be used.

## Sale of Railways

The Alberta Legislature in session at Edmonton, has ratified the sale of the provincially owned railways to the Canadian Pacific and Canadian National railways. Lines involved in the \$26,000,000 transaction include the Edmonton, Dunvegan and British Columbia, Central Canada and Alberta and Great Waterways railways. The first two tap the great agricultural area known as the Peace River country

## DON'T WASTE WATER!

and the third runs to Waterways near McMurray on the Athabasca river.

## Canadian National

The Canadian National Railways management is negotiating for the Gaspé lines, stated Hon. C. A. Dunning, Minister of Railways and Canals, with regard to reports that the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway would probably change hands. These railways serve the Gaspé district in Quebec province and their acquisition is in line with the forecast in the Speech from the Throne at the opening of Parliament that potentially important feeders would be taken over by the C. N. R. system.

## Port Development

A bill to authorize a loan of \$10,000,000 to the

mons. Introduction of the bill by Hon. P. J. A. Cardin, Minister of Marine and Fisheries, was preceded by the following resolution: "Resolved, that it is expedient to authorize a loan to the harbour commissioners of Montreal in an amount not exceeding \$10,000,000 to carry on the construction of terminal facilities, upon approval by the Governor in Council of detailed plans, specifications and estimates for such works and the deposit of debentures of the corporation to cover said loan."

Formal notice has been given of similar resolutions to authorize loans to the Vancouver Harbour Commission, \$10,000,000; Halifax Commission, \$5,000,000; Three Rivers Harbour Commission, \$2,000,000; Chicoutimi Harbour Commission, \$2,000,000.

A total of \$29,000,000 in loans to harbour commissions for port developments in Canada is indicated. Speaking on the resolution respecting the proposed loan to the harbour commissioners of Montreal, Mr. Cardin stated that the receipts of the port of Montreal for 1924 were \$4,000,000, and they have increased to over \$6,500,000 for the year 1928. The proposal of the harbour commissioners, he stated, is to provide for the enlargement of what is called the Laurier pier in Montreal, also for the reconstruction of the King Edward pier and the Alexandra pier, the extension of the electrified railway system across the Lachine canal, the extension of the grain conveyor system, industrial wharves, additional berthing facilities and the acquisition of land.

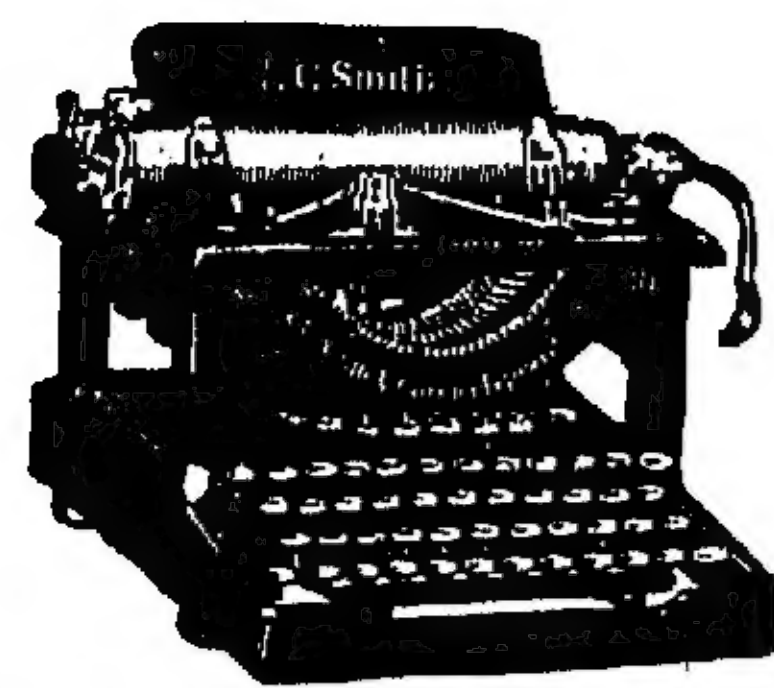
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For the reception to the Duke of Gloucester at Hong Kong it was announced that the correct civilian dress would be silk hats and morning coats. One can imagine the consternation that would have been caused had the invitations to the ceremony in the Victoria Memorial Hall, Singapore, borne this intimation, says the "Straits Times," which goes on: Few members of the younger generation in Singapore have ever beheld the extraordinary spectacle of a stout merchant prince perspiring in a "topper" and morning coat in the tropical sun, but our ancestors did it, and did it at all sorts of functions. Can anyone tell us who was the last bridegroom in Singapore to be married in the full war paint of British respectability? It cannot be many years ago since this custom was universal, and the same costume was worn at funerals. One of the last top-hats in local society was worn by Sir Walter Shaw, and a very distinguished and aristocratic judge he looked in it. Sir Frederick James, of vivid memories, also wore one. Now, however, it is a sight to wonder at, and, unless our memory is at fault, every man who was presented to the Duke of Gloucester in the Memorial Hall wore a lounge suit, with the exception of several consuls. The bowler is also becoming a local curiosity, but it was once quite popular, and Mr. Buckley, the author of the treasured "Anecdotal History," frequently wore one. The straw hat is another type of head wear which has completely gone out of fashion. So far as the topper is concerned, Singapore is not alone in spurning it, for in the City of London in the nineties the humblest bank clerk was expected to wear it, and now it is unusual even in London. But social convention in Hong Kong demands it, so there you are!

I am not one of those who hail the prospect of an Automatic Telephone service in Hong Kong with delight. When I was at Home I had some experience with those "time-savers" and got very flustered and heated in the process. In case you don't know how they work, I will explain that you are expected to hold ear-phones with your left hand while with your right you jiggle a dial about to the different figures in the number you require. This is awkward with one hand and the phone probably flops over and bounces on the floor, just as you are getting your call. Quite a number of people in Hong Kong will miss the "Hello" girl's voice cooing at the other end of the wire and the girls themselves will suffer, for not only will it be the means of closing one of the few avenues for feminine employment in the Island and mainland but it will dash a dozen budding romances, since it is said that an extraordinary number of phone girls get married as a direct result of the fascination wielded by a "voice over the wires."

Someone who is Coming East has come out East for the first time writes quite chattily of his impressions—so much so that he might well have been writing of Hong Kong. This is a part of what the Singapore "Free Press" has kindly found space for:—  
"When the boat left Penang on Friday it left behind it the last of the confusing excitements that constitute one's first trip to this port in the East. For me, at any rate, and, in fact, for most of us, there began a welcome lull in the activities and interesting places and things to see—a lull of twenty-six hours—during which I could do nothing better than

dwel, for the first time, upon the fact that I was being borne slowly but surely to Singapore, to live there for three years. Extraordinary thing that I should think about the actual living for the first time since leaving Home. (And yet not so wonderful really, when you're keen on doing your utmost in the deck tennis, and bull board tournaments; participating in the concerts, whist drives and various non-productive gambles; indulging in fancy-dress and other dances; packing a confusing panorama of brilliant and not-so-brilliant sights into short stops at Gibraltar, Mar-selles, Port Said, Aden, Bombay and Colombo; watching the coast line; acting the fool; listening to amusing and informative raconteurs; widening your outlook; sleeping; dodging the heat and otherwise filling in the time between eating and drinking. You know!)

"And now, Don't Mention having time to 'Sojourn'! think, what do I think? Not a great deal, I must admit; or at least thoughts won't lead to many convictions. Views upon life in the East have been almost as confusing as the events which have preceded my sojourn here. Though to mention sojourn is, I understand, a mistake. You never sojourn in the East! Rather not. Your state of mind after three years here is such that you can never leave the country. They tell me that it is the glamour, you know—the 'mystic East.' I

### DON'T WASTE WATER!

used to say the same thing about the scene of the Thames from a train on Charing Cross Bridge, in the dusk; about many spots in Epping Forest; about Devon and Cornwall. But I have got over that now. Of course I suppose it is possible that you are a failure and you came East when you were young because your job there was the only one you could obtain! Under those circumstances you would not leave the East.

"But let us A Jolly Fine away from the Time! morbid. Of one thing I am certain. You have a jolly fine time. You are lads! Good sports all—merry boys! Often you indulge in riotous cocktail or other drink or card parties into the early hours of the morning—at the best you play and drink hard. I know. I was told so. Work? 'Yes—er—er—work. But not a great deal, you know; it's too hot!' I hate to admit it but I shall only work for the first year with that energy that only the British or German can exert. After that? Well, I might, I might. Very little in any case. You see, the heat will thin my blood; reduce my staying power—and—well of course there are the other things. (In those, of course, I must be careful. Don't go the whole 'hog,' but go as far as is advisable, by all means!) Then there are the other things that I must do; those that I can't do; etc. Never mind I am a receptive child.

"As I said, however, not many Cocktails! of my thoughts lead to convictions. There are a few, naturally, but they are in the nature of "tips" of common-sense value. I am going to throw off those retrospective moments of doubting, and, on the other hand, those highly coloured pictures of life, luxury, and indulgence. I am going to forget everything that I have heard that is good or bad; I am going to judge the place for what it is worth and above all I am going to try to understand. After all, shorn of all its superfluities, the main facts of my case, and of many others, are: that I have left Home for the first time; that I am out to gain new experience; to study the East and to understand it; and—to indulge in one of those cocktail parties! (Not at Repulse Bay, eh?)

It is good to hear that the fame of Hong Kong for ship-building is spreading, thanks to the good work done on such vessels as the "Changteh" and those constructed here for the Straits Steamship Company. A topical reference appears in the latest issue of the "Far Eastern Review," which tells us that at least four different countries happen to be interested in the construction of a double-ended auxiliary craft of which the engine installation is illustrated. In the first place, the motor is a British-built production; secondly, the design is from the board of an American naval architect, while a third feature of interest is that the hull is under construction at Hong Kong, "thereby bringing China in to the picture." As the craft is specially intended for use in Japanese waters a fourth element is introduced. No particulars are to hand regarding the woods to be incorporated in the hull or we might very possibly draw one or two more countries into the list, but from the information to hand we are able to remark that the length of the boat is 21 ft. and the beam 6 ft. 6 ins. As the owner proposes to use the boat mostly for sailing the area of canvas is 280 square feet. At the same time it is desired to have as auxiliary power an engine capable of steady running on paraffin. The illustration in our contemporary shows how the space available will be utilised. Consisting of a 7-12 h.p. Ailsa Craig unit, the engine occupies a position under a self-draining cockpit aft and rests on bearers which run athwartships. As the top of the motor is slightly above the level of the cockpit floor a raised cover of stout construction has been provided, and this, when removed, gives access to the engine and reverse gear. The raised starting shaft is extended to pass through the cabin bulkhead, a removable handle being fitted, while the reverse gear lever handle is below the floor level of the cockpit and an extension piece is shipped when required. The exhaust pipe from the engine is carried to a silencer fitted on the port side, while a cylindrical fuel tank rests on chocks below the cockpit seat, which runs athwartships. The motor drives a three-bladed propeller, which turns in an aperture formed partly in the sternpost and partly in the rudder.—It would be equally interesting to know the designer and the constructors of the hull who have kept their identity such a great secret!

A correspondent Information has furnished a series of hints on for motorists. It is suggested that these notes will interest the general public as much as motorists, hence the inclusion here instead of in the motoring section:—  
Don't forget that a valuable and very necessary part of your car is the battery, which requires a little attention from time to time. Most people imagine that a battery is a part of the mechanical equipment and expect it to last forever. It won't by any means, but the more care you give it the longer it will last.  
Don't put soda water in the battery; use fresh, pure water only. Examine the battery once a week. Remove the plugs and if you can see the plates are not covered by the fluid inside, fill up with water only to about 1/4 of an inch above these plates.  
Don't forget that the fluid in the battery is a very strong acid and the corrosion caused by this acid is very great; therefore see that the places where the wires join the battery are kept clean and smeared with a little grease. You don't need to be an electrician to look after your battery; buy a hydrometer and ask someone to show you how to use it. With this little instrument you can test your battery very easily; if you find the battery discharged, get it charged immediately, or you will very soon have to buy a new one.  
When using a hydrometer don't spill the acid over the car or your clothes, or you will imagine the moths have been busy.

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HONG KONG, SUNDAY, MAY 12, 1929.

## Taipans' Brigade in Command

IN the now fast receding distance when some of the residents still in the Colony had the courage of their convictions, heedless of brick walls and other kindred impedimenta, there was a Constitutional Reform Association. Its objects and reasons were writ large on its unwieldy title. But although it aimed at effecting reform in the Unofficial representation on the Legislative Council, and never dreamed of including within its activities such lesser fry as the Sanitary Board and a Municipal Council, it was nevertheless frowned out of existence by the Government of that time. It is a moot point to this day whether the movement was really killed by the Government or by the Taipans' Brigade who ruled the roost as much then as it does to-day.

Publicists have been fond of dubbing the Government here a "benevolent aristocracy"—a soft-sounding phrase that appears to come glibly from the tongue and to imply more praise than condemnation: a kind of hybrid between the "Divine right of kings" and the despotic rule of the Tsars. Were the truth only welcome, however, it would be found that in reality the Government of the Colony is not what its executive officials make it but what the Taipans' Brigade succeed in moulding it into. Orators may grow eloquent over Concord Clubs and other institutions with high-sounding titles of an idealistic nature, but the finest rhetoric is reduced to smoke at the mere waving of a taipan's wand. From a mere prick the taipans' hold on the Government has developed with the passing of the years into a grip that an octopus would envy.

The armchair critics of the Government are not those alone who sit in editorial offices. They are those who grace—or at any rate occupy—the office chairs of the "Number Ones." These constitute the real "power behind the throne": those it is in whose hands depend the destiny of this legislative measure or the other amending Ordinance designed to improve the welfare of the entire community. Woe be unto that Government that dared to legislate without the blessing of the Taipans' Brigade! "Verily it is 'not done' for the tail to wag the head! Truly must the wishes of the 'Number Ones' be deemed to be paramount all the time, or uneasy indeed shall lie the heads that wear the symbolic crown of administration.

But—why should we further explode the myth of a "benevolent autocracy" so far as the Government of the past or the present generation is concerned? Truth is not always palatable to those who do not desire it proclaimed on the hill tops. The Taipans' Brigade, yclept the little happy family tea party that dictate to the Government what shall or shall not be done, may imagine that they are immune from danger; that their armour is bullet proof and fool proof; that their citadel is beyond the ability of the lesser fry in the community to assail.

But the taipans, like unto the Government, must one day see the handwriting on the wall. The community in general have regarded, for instance, the recent widening of Unofficial representation on the Legislative Council as a mere sop to quieten any reasoned appeal for something more tangible. "Not for ever shall the average ratepayer be quiescent at the bidding of taipans and Governments. The most insignificant savage of a jungle tribe has the right of exercising, by a mere nod of the head, a say in the primitive laws that govern him and his fellow-tribesmen. Here, amid our much vaunted civilisation, a resident may be the greatest payer of rates to the Government, but not a word is he permitted to have in the expenditure of that money. He may nod his head in approval or disapproval—but he is simply not seen: he does not exist! All that the Government wants, with the gracious concurrence of the taipans, are his rates and taxes—the more the better—and who is he, pray, to seek the right of coupling taxation with representation in the councils of the administration? Who is he to disturb the peace of mind of the Government? Who is he to think of upsetting the equilibrium of the taipans in all their glory and all their wealth and all their self-conceit?

## HONG KONG FAIRY STORIES

The Naval Dockyard footballers have been challenged by Bolton Wanderers, the game to be played at Malin.

Betting that the rainfall will overtake the average up to the end of May is vetoed by order of Jupiter Pluvius.

The remains of the Beacon were interred at Happy Valley,

the chief mourners being the office-bearers of the Motor Drivers' Association.

The Bug-housed Secretary of the Anopheles Maternity Home stated at the last meeting that the Immigration Committee were very much averse to any restrictive immigration policy and that they must deeply consider the building up of a homogeneous and united brand of Mosquito capable of chewing up any old thing in sight.

## Queen's Road Traffic

A week ago our sister paper, the "China Mail," published a paragraph relating to the rumoured project of tramways running along Queen's Road and rightly denounced it on the ground that the congestion there is already too great. There is, we must admit, no room for trams and buses, nor is there any room for two competitive bus services. There must be a limit to the traffic in already congested areas unless the organisers of further vehicular services are to be grossly heedless of the appalling list of accidents and fatalities that must ensue. It is not known at the moment whether the Tramways Company would care to amalgamate with the Hong Kong Hotel Company in running a bus service, but, if amalgamation is considered by either concern to be outside the realm of practical politics, one important fact must ever be kept to the fore—that is, that the Hotel bus service was first in the field along Queen's Road and has a prior claim in any future scheme for readjustment of bus or tram services. So long as the Hotel buses provide an efficient and comfortable service for the public—as they certainly do at present—the sooner any idea of competition from any other source is eliminated the better. All that the Hotel Company expect, we should imagine, is a fair deal from the authorities, and it is the duty of the community to support their reasonable plea in this respect.

## A Walk Over

Mr. M. K. Lo having been the only candidate nominated for the vacancy on the Sanitary Board he has formerly been declared in the "Government Gazette" to be duly elected as from May 22. The abilities of Mr. Lo and his past activities in connection with the Tung Wah Hospital, of which he is Chairman, and other charitable movements, have already been the subject of favourable comment in the Press. That he will acquit himself well in regard to the greater public responsibilities that have now been thrown on his shoulders by virtue of his appointment.

## PLEASE NOTE.

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ment as a member of the Sanitary Board there can be no two opinions. It is an encouraging sign that what may be termed the younger generation of Chinese are ready to identify themselves with public work on behalf of the community. The civic spirit is admirable at all times, but more so when it is revealed in one who with truth may be termed a busy man already. Only those who have experienced the work of a member of a Sanitary Board or a Municipal Council can realise how little self enters into the scheme of things and how wider does the vision become in regard to every class and every race of the community. The work, besides being an education of a very utilitarian nature to those engaged in it, takes on in time a degree of interest that is quite surprising. No doubt this will be the experience of Mr. M. K. Lo, as it has been in the case of numerous others. Meanwhile, we can but repeat our congratulations on his unopposed election, and leave it to himself to respond in due course to the confidence reposed in him as a steward of the people on a very important public Board.

## THE "HERALD" CALENDAR

May 12, 1831.—Mandarins destroyed East India Company's garden at Canton.

May 12, 1923.—China Merchants' steamer "Tai Shun" pirated near Swatow.

May 15, 1915.—Hong Kong Legislative Council passed Bill amending the Trading with the Enemy Ordinance.

May 15, 1917.—Mr. S. R. Moore, assistant master, Public School, Yaumati, Kowloon, retired.

May 17, 1899.—Kowloon walled city occupied.

May 17, 1922.—Messrs. H. Birkett, A. H. Carroll, H. D. Denys, W. A. Dowley, Lo Chung-lue, W. E. L. Shenton, J. H. Taggart, N. C. Wilson, and Wong Kwong-tin appointed Unofficial Justices of the Peace.

## WHAT THING.

A certain question Women's was submitted to a Humour jury of twelve well-known authors. Only five of them were women, and yet the verdict was unanimous: Women do possess a sense of humour. Whether their ability to see a joke is keener than men's is a matter of doubt even in Hong Kong. But when women laugh, they do so quite as heartily as men, though not always at the same time. In this (says a "Mere Woman") "I think we are the more finely developed sex, for we seldom commit the gross error of laughing in the wrong place at the wrong things, and with the wrong people. But we laugh all the same."

The same lady—Too Funny or mere woman—adds: "I have often wondered whether a sense of humour is not a greatly exaggerated asset. It is so easy to have too much of it. People who are ever seeing the funny side of things are a terrible bore and often lack depth and feeling. The persistently giggling girl and the man with a permanent grin are both shallow creatures without manners or minds worth considering. Life after all is an earnest affair, and there are enough things to laugh at without developing one's sense of humour to such a degree that one can invent causes for mirth where they don't exist. No; I'd rather be known as a very serious-minded young person with an aim in life than 'ever so clever you know, and with such a rollicking sense of humour!' The other day I overheard this conversation on the Kowloon Ferry: 'Do you read Joan Day?' 'No; she is far too frivolous.'"

Now there is a great deal of difference between frivolity and a sense of humour. It is the difference between the froth that overflows from a glass of beer and the invigorating charm of champagne. A real sense of humour is deep down within you and it is something that helps you to adapt yourself to the ways of a very hard world and smile while you do so. It creates the feeling of comradeship, that everybody-in-the-same-boat feeling which does so much to keep us afloat when even the very straws we clutch at recede and disappear. But the general conception of a humorist in Hong Kong amongst women (and men) is an irrepressible clown, jeering at everything and everybody indiscriminately. It is that kind of humour that is overrated, but the rarer quality, when found, is to be treasured above rare jade in a Hong Kong cario shop.

## Genuine Humour

It is not the prerogative of one sex or any particular race. In Hong Kong there are many genuine humorists, male and female, of diverse races; but all able to appreciate the subtler points of Charles Chaplin's fooling or Michael Arlen's epigrams. They may not all be able to write humorous skits themselves, but that does not mean that they lack the saving grace altogether. The truth seems to be that women humorists outnumber men—because there are surplus women, but because so many women marry the most absurd men and put up with all their trivialities and tantrums. What woman without a sense of humour would thus sacrifice her independence? Men are to women a perennial source of amusement, with their egotisms, blundering, swaggering ways. Women laugh at them and they think women are sympathetic and gifted with a sense of humour. They are surprised at this, begin to doubt, and write to the papers asking, "Have women a sense of humour?" How is it that it never occurs to women in Hong Kong to raise equally engrossing questions, like: "Have men in this Colony a sense of the fitness of things?" Perhaps the reason is that the real woman humorist here avoids making herself ridiculous.

## Local Humorists

Many consider The Last goloshes disfiguring Laugh to the foot, and so refuse to put them on. To such one would merely point out that it is doubtful if a red nose, livid cheeks, general discomfort, and a proneness to chills are preferable to a slight clumsiness about the footgear. There are plenty of dry days in this Colony in the Summer to regain a reputation for a pretty foot and a neat ankle. She laughs best who laughs last, and the happy wearer of goloshes, warm, healthy, good-tempered, is most assuredly

the one who laughs last! And if "she" why not also "he"?

There are no old people now in Hong Kong, only the young and the not-so-young. A man has to be nearly 100 before there is vital interest in the question whether his comparative agility is due to steady consumption of alcohol and the free use of tobacco or to total abstinence from these joys. Only when a conspicuous death from heart weakness occurs it is noticable that hygienic talk and writing concentrate on the care of the heart that has done fifty or sixty years' work. There is a dead set against the assumption that a man is as young as he feels. He is told that he must not do this or that; he is lectured about the mechanics of the heart, and modern fashions have permitted the hygienist to compare the delinquent's heart to a motor engine, and to bring him up with a round turn in his gymnastics with the query—Would you treat your motor in that way?

As the burden of these jeremiads is that the not-so-young man who has died out here in the old-fashioned way, and at the old normal age, owes his premature death to his own conduct, it occurs to one that the faculty should rather concentrate on the really, primitively young, tell them all about that internal engine that pumps daily so many gallons of blood, and can do no more than its b.h.p. allows, and warn them to behave as the careful motorist makes his car behave for its first 500 miles.

## Internal Combustion Engines

However, it is probably all to the good that the not-so-young should be warned to be careful in a climate like that of Hong Kong. If they are defying nature, with the aforementioned that they feel as young as ever they were, it will benefit them and their dependents if they are shocked into putting their feelings to a professional test, and discovering whether their internal combustion engines are really fit for the strain put upon them by say, squash rackets at 50, or even that third round of golf that men are apt to boast of when they return, a trifle jaded, from their weeks at Fanning or Macao.

A good deal of Skittishness! of the skittishness of the not-so-young, exhibited for example in the tea dance at the Hong Kong Hotel or the dinner dance at the Peninsula Hotel is doubtless due to the increased expectation of life, even allowing for the vagaries of the Hong Kong climate. That expectation is not, of course, actuarially vouched, but it does not envisage such abuse as young Buttitude inflicted upon his poor father's corpus when temporarily inhabited by his juvenile spirit with its craving for sweets and the like. So the doctor, who may pardon the fox trot, will inhibit the revived waltz. The lecturers have of course to face the fact that the increased expectation of life shows that modern man has been on the whole, and in spite of appearances, obeying the law without understanding it. Just so the statistics show that hearts are not so systematically "trumped," so to speak, as is assumed on occasions like the present. Nature is a good doctor, and prudent, cautious self-control, eulogised but not practised by Burns, is not so uncommon as is often supposed.

## All of this em- phatizes the

Youth point that the medical attack could be more profitably concentrated upon adventurous youth, which will not be denied violent exercise, and hurts itself beyond repair before self-control dawns on the conscience. Rheumatism clinics are not more commendable than athletic clinics, where the young could be periodically tested for their ability to stand tennis, badminton, and football. The millionaire whom Sir William Johnson-Hicks once despatched for the rounding off of the Borsal system might be advised to devote his beneficence to this method of staying off death. Obviously, the cure for preventable heart disease is prevention. The not-so-young must not let down under the votes that embitter their aged youth. If they themselves have no choice but to obey and abstain, they can at least see to it that the next generation in the Colony reaches their stage of life healthier, stronger, and less alarming to their relatives.



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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MAY 12, 1929.

9



PING PONG.—Distribution of prizes at the Filipino Club on May 5.—(K. Fujiyama).



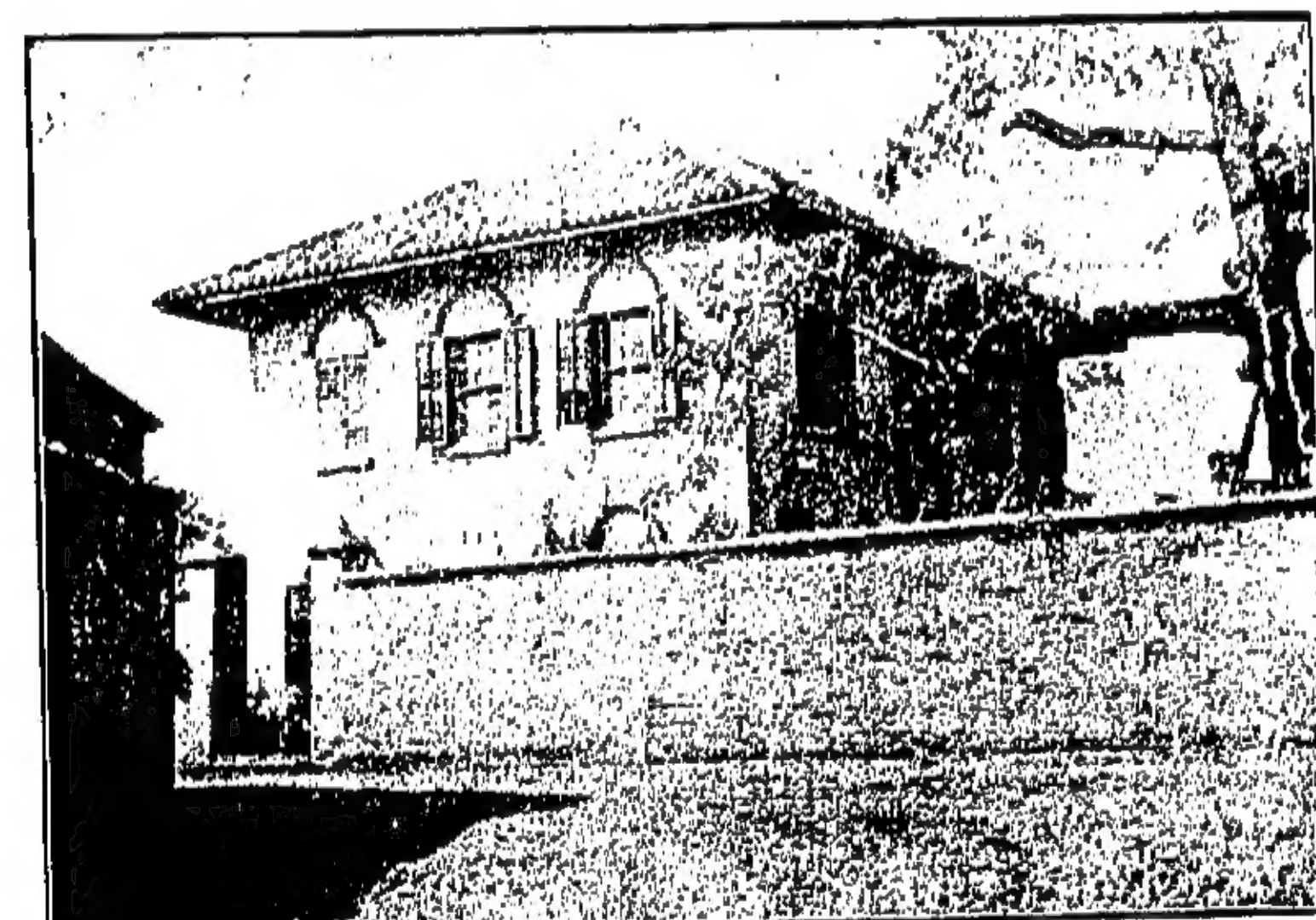
MILITARY SPORTS AT SOOKUMPOO.—This race was run on Friday, May 3, and won by an Indian gunner (15 mins. 54 secs).—(K. Fujiyama).



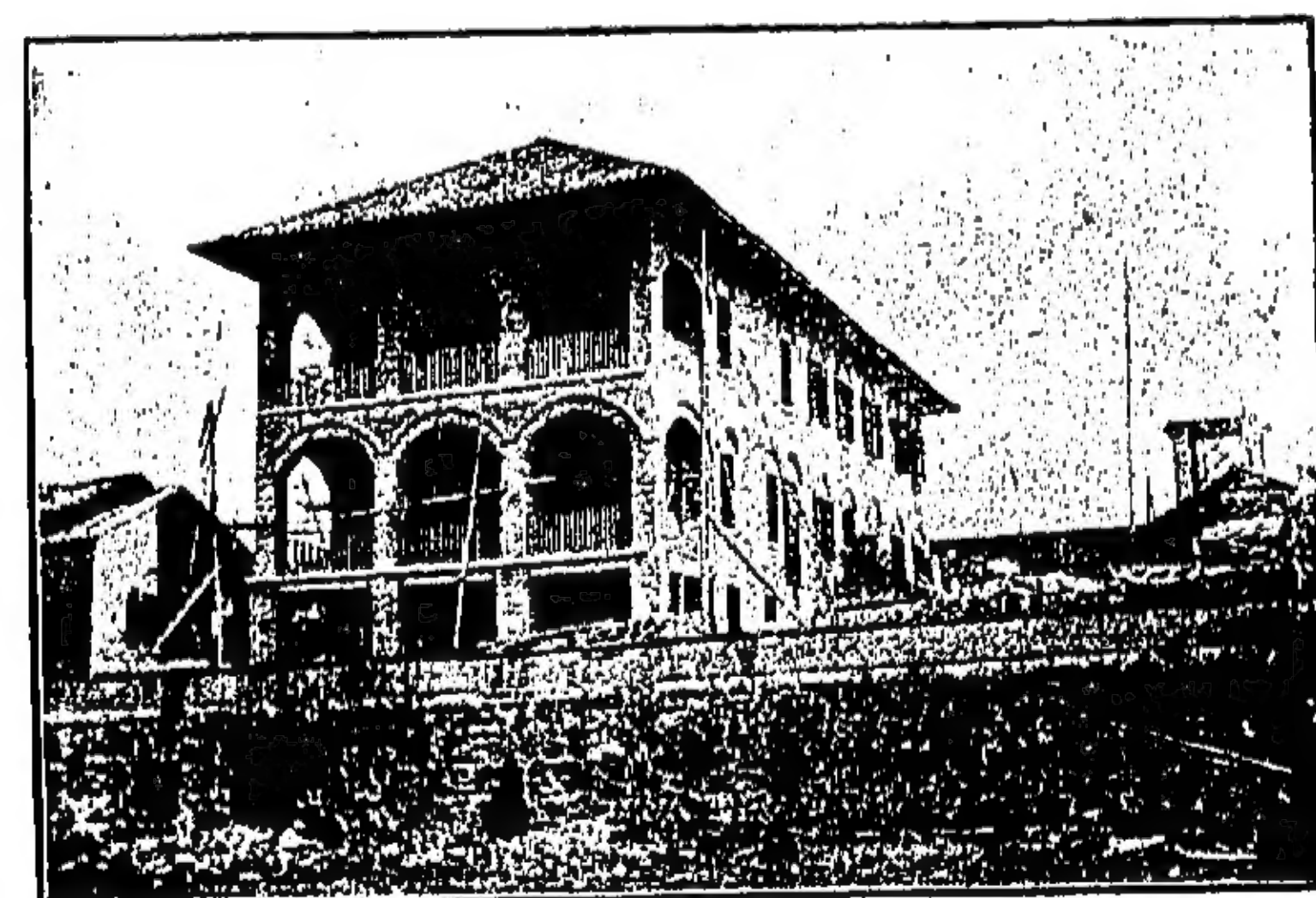
THE PEAK.—From the Matilda Hospital, facing Mount Gough police station.



MILITARY SPORTS (SOOKUMPOO).—Final of Tug-of-War on Saturday, May 4. The K.O.S.B. team who lost to R.A.—(K. Fujiyama).



AT NANNING.—In Kwangsi province, the Seventh Day Adventist Mission Hospital, entrance to the original building.



RECENT ADDITION.—To the S.D.A. Hospital at Nanning. This is a rear view showing the new building to the one depicted above.



UP FIDDER STREET.—At the Des Voeux-road Central junction. "Evo" Hong on the right, the old north block of the Hong Kong Hotel now being demolished on left. A Chinese police sergeant is in left centre and an Indian sergeant on right, behind whom is Hong Kong's only traffic beacon.



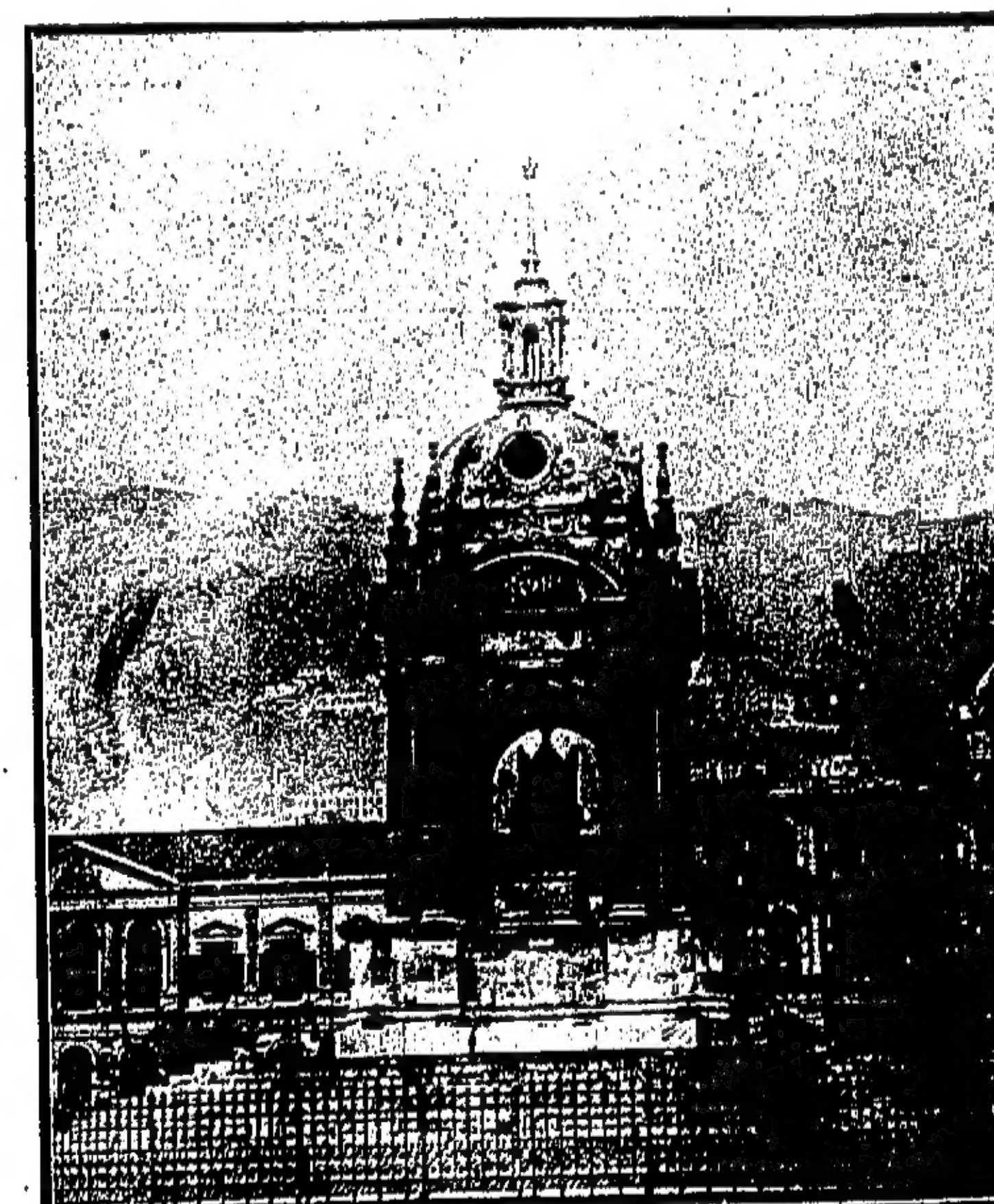
MILITARY SPORTS (SOOKUMPOO).—Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., just before distributing prizes on Saturday, May 4.—(K. Fujiyama).



MILITARY SPORTS (SOOKUMPOO).—One of the Tug-of-War heats pulled on Friday, May 3. Indian gunners at the "heave."—(K. Fujiyama).



COUNTRY RESIDENCE AT SHEK O, HONG KONG.—A view of the Hon. Mr. W. E. L. Shenton's bungalow and part of the grounds.—(K. Fujiyama).



STATUE SQUARE.—In the centre of the square, the statue of H.M. Queen Victoria, in whose reign Hong Kong became a British Colony.



ALEXANDRA BUILDING.—With Chater-road on the left and Des Voeux-road Central on the right.



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# The Woman's Page

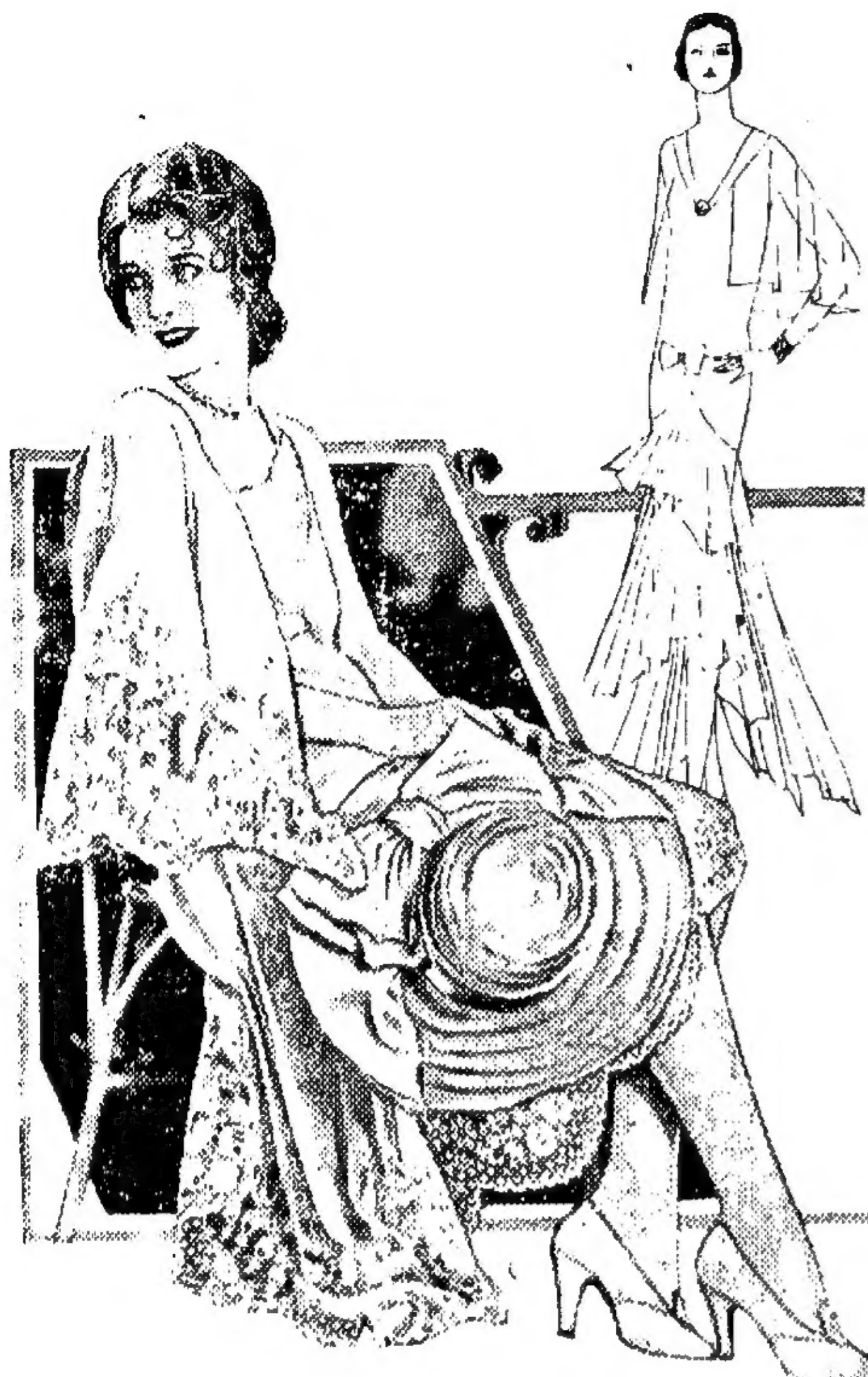


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## Capes Usher the New Frocks In



As the promise of warmer weather draws nigh, the trend in frocks leans towards the softer, more feminine and and flattering type in apparel.

Delicate chiffons, laces and even the sturdiest print adopt new lines of such a subtle design that a mere bow or little pleated frill carries a new significance. Gayety and animation are the key notes of these new frocks, to which added zest is given through colourful trimmings.

The short jacket which has so definitely concerned itself with the sports type of garment and the longer coat worn with the

afternoon ensemble now gives way to the little cape which is definitely a part of the frock or is worn separately.

Printed silk afternoon frocks are complemented by circular hip-length capes in monochrome crepe. These capes are a separate part of the costume and are tied in a soft bow in front. Other models prefer the cape collar or shoulder length cape which is attached to the dress and which is so smart and chic in appearance. A number of prints also use large collars, finishing at one side or at front but forming a cape, nevertheless, used as well as bows.

The cape theme also registers in evening frocks, perhaps to a greater extent than in the after-

## Bathing Suits to Match Every Complexion



The time has come when all women who care should start worrying about their swimming apparel for the Summer season. Now, it stands to reason that what's good for blondes won't be entirely suitable to brunettes. Here are three models to choose from, and you can't go wrong on any of them. On the left, Dorothy Sebastian, decided brunette, wears a colourful two-piece suit of scarlet and white. Red and white slippers complete this ensemble. The swimmer in the centre is Joan Crawford, wearing an extremely attractive suit, sporting a flying fish emblem. Anita Page, right, has chosen a navy blue and white suit, which shows up her fair skin to very good advantage.

noon mode. Capelets are important on the formal dress, sometimes reaching just over the shoulders and oddly slashed in the back. In one attractive model the cape presented a bertha effect in front and tied softly in back.

Frequently the full swinging motion remarked in the cape and capelet is repeated in the flaring outline of the full skirts which flaunt the uneven hemline. Since pleated treatments in sports add daytime costumes, full flaring skirts are reserved for afternoon and evening dresses.

Many of these new frocks are frankly ankle or a little above ankle length at some particular spot—whether it be in back, at one side or in some cases dipping at both sides. But in all cases the hem line follows the cape line, short in front and long in back, one length all around, long on one side and short on the other or whatever the case may be.

These snug little capes are also replacing the "cocktail" jacket and reach just to where the bodice of the frock ends and the skirt begins. These are of identical material with the dress and frequently are absolutely plain except for the Elizabethan collar standing high and ruff-like at the back.

Loretta Young, who is to appear soon in "The Squall," a First National Picture, wears with charm this white chintilly lace frock over white chiffon. The skirt, semi-circular, with uneven hemline, has a full simple blouse and is sleeveless. A cape of the lace drapes gracefully from the shoulders.

## ANCIENT EGYPT

PROVIDES MODERN WOMEN'S JEWELS

TREASURES OF RARE BEAUTY

[By Hermione Greene]

At a dinner party the other night I noticed the wife of a well-known foreign diplomat wearing a pale blue eighteenth-century Egyptian scarab on the little finger of her left hand. Round her neck she had a Ptolemaic bead necklace of the same gorgeous colouring. She wore no other jewellery.

The effect was startling. The old Egyptian blue, for some reason or another, has never been correctly copied. And so the ancient scarabs and bead necklaces and amulets, as brilliant in their colouring to-day as when the potters turned them out thousands of years ago, remain unchallenged in their beauty.

Many women who winter yearly in the land of the Pharaohs have been quick to realise the value of these old-time bibelots as personal adornments. They have brought little examples home with them to London to be made up in modern settings as pendants, rings, bracelets and the like.

Unfortunately, not all of these are genuine, for the Cairene dealers who specialise in Egyptian antiques are not the most reliable judges. Many spurious pieces made by clever "antique" reproducers in the neighbourhood of the Valley of the Tombs of the Kings find their way into their hands, whence they are sold to visiting Europeans at no small price.

### 2,000-Year-Old Beads

It is a strange fact that London still the happy hunting ground for the collector of ancient Egyptian antiquities. Here one can buy genuine pieces at really reasonable prices which well repay their purchasers.

Not many people know that for a few shillings one can buy a genuine two-thousand-year-old Egyptian blue bead necklace in more than one place in London. At the sales of big collections, little amulets of blue porcelain frit, crocodiles, to save the wearer from drowning, magic eyes with which to see clearly in heaven, beetle scarabs, symbols of everlasting life, can be picked up for the price of a modern glass choker.

When it is realised that these little adornments were actually worn in ancient Egypt, sometimes long before the days of Moses (who lived in a late period in so far as Egyptian history is concerned), it is nothing short of miraculous that they can be so easily obtained in London to-day. It is no exaggeration to say that if I had £2 to spend now, this very minute, I could go out and

buy two or more scarabs and an equal number of beautifully modelled amulets within a few hours—each one genuine and each capable of being mounted by a jeweller so that it would rival in beauty and quaintness the far more expensive modern productions of Paris.

### As Decorations

There are some who claim that it is unlucky to wear Egyptian beads and amulets. That is nonsense. Parisian and American hostesses are using these little objects every day, both as personal wear and for mantel-piece adornment. At a house in Mayfair the other day I was agreeably surprised to see a regular symphony in Egyptian blue on the mantelpiece of my hostess's sitting-room. She had collected a regular little host of Egyptian gods and goddesses in light blue faience. These, mounted on little gold-painted wooden thrones, sat in dignified glory on the black lacquered chimney-piece.

They made the room. There was the Divine Mother Isis, nursing the infant Horus on her knees, counterpart in ancient Egypt of the Madonna and Child. There was Amen, father of the gods, with his plumed headdress and his symbol of life everlasting—the Ankh—in his hand. There was Nephthys, sister of Isis, and Osiris, god of the dead, and Sekhmet, the cat-headed, and Thauart, the squat little Hippopotamus god, who brings babies to the daughters of the Nile.

### Exquisite Turquoise

The collection had been made in a few months and had cost but a few pounds. The glaze on the figures and their colour are indescribable. Each one seemed to take a little of the turquoise colour from his or her neighbour, and to give a little in return, so that the ensemble under the half-concealed wall-lights was soothing, mysterious, and cool.

Sooner or later the attellers of Paris will begin to turn out reproductions of these tiny gems. But the woman who has visited the museums, and may be put in an hour or so at the sale rooms, will always be able to find a sufficiency of the genuine among them in London wherewith to beautify either herself or a corner of her favourite room.

### TO REPRESENT THE UNIVERSITIES?

The Hon. Mrs. Laurence Brodrick is stated to be contesting a seat, and Mrs. Wintringham and Miss Dorothy Jowson are both trying to regain constituencies. If Miss Eleanor Rathbone is elected she will be the first woman to represent academic interests in the House. She is standing as an independent candidate for the combined universities.

## Choker Necklaces Then and Now



Remember the choker necklace? In the picture on the left Mary Doran demonstrates how it was worn in the olden days of 1928. On the right, however, she introduces a new way of using it, which is fashionable as well as utilitarian. "It's very simple," says Mary. "Just attach the choker to the side of the hat, and when you take your hat off, presto! you have a choker necklace."



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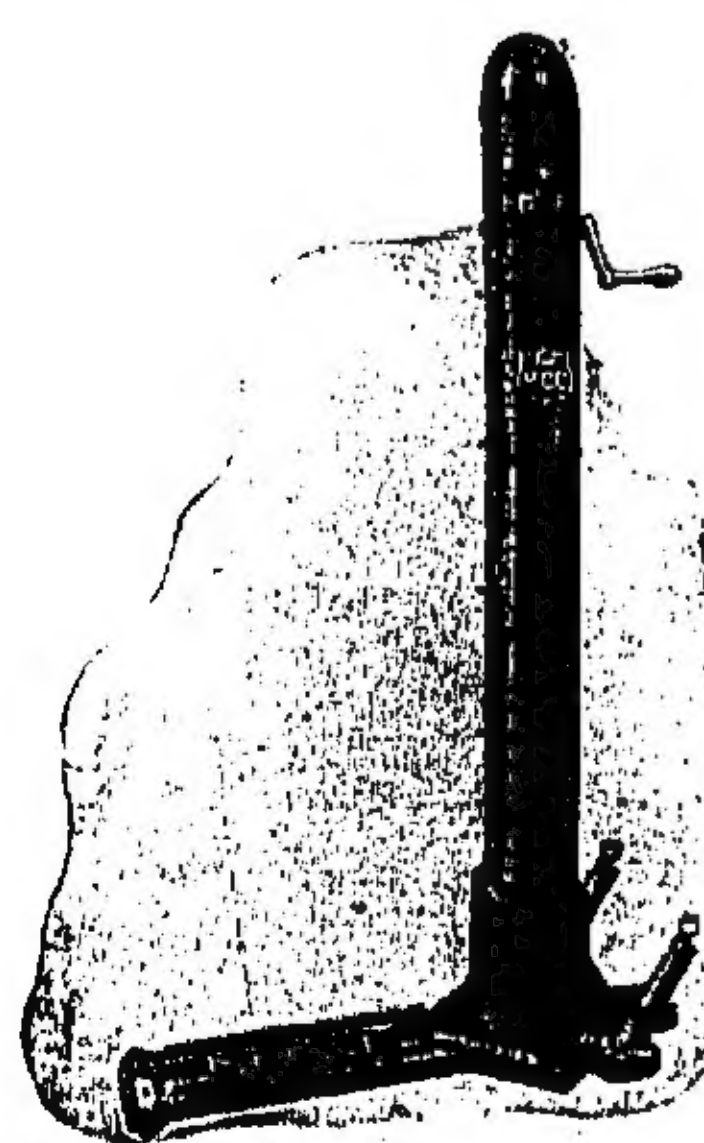
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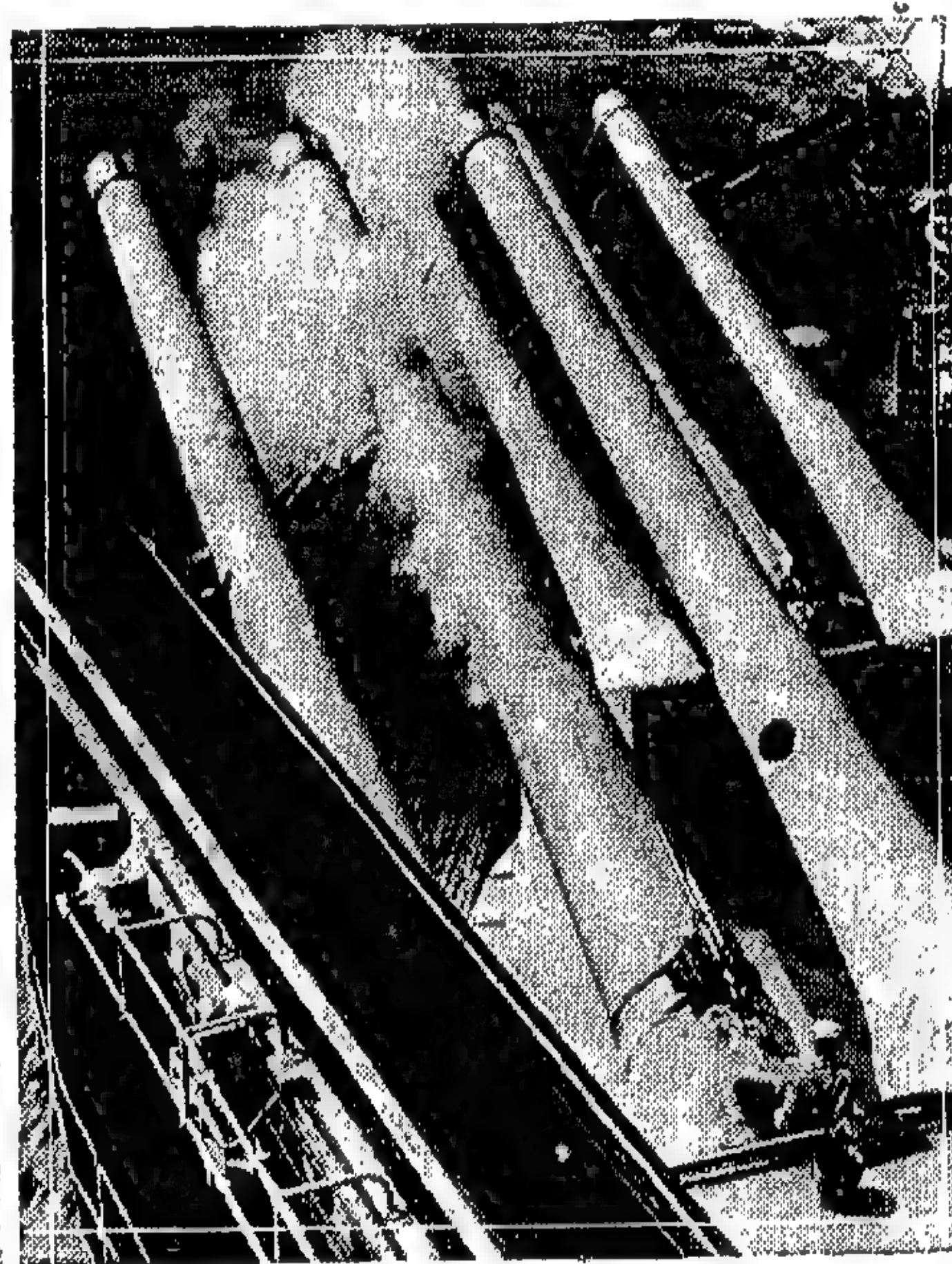
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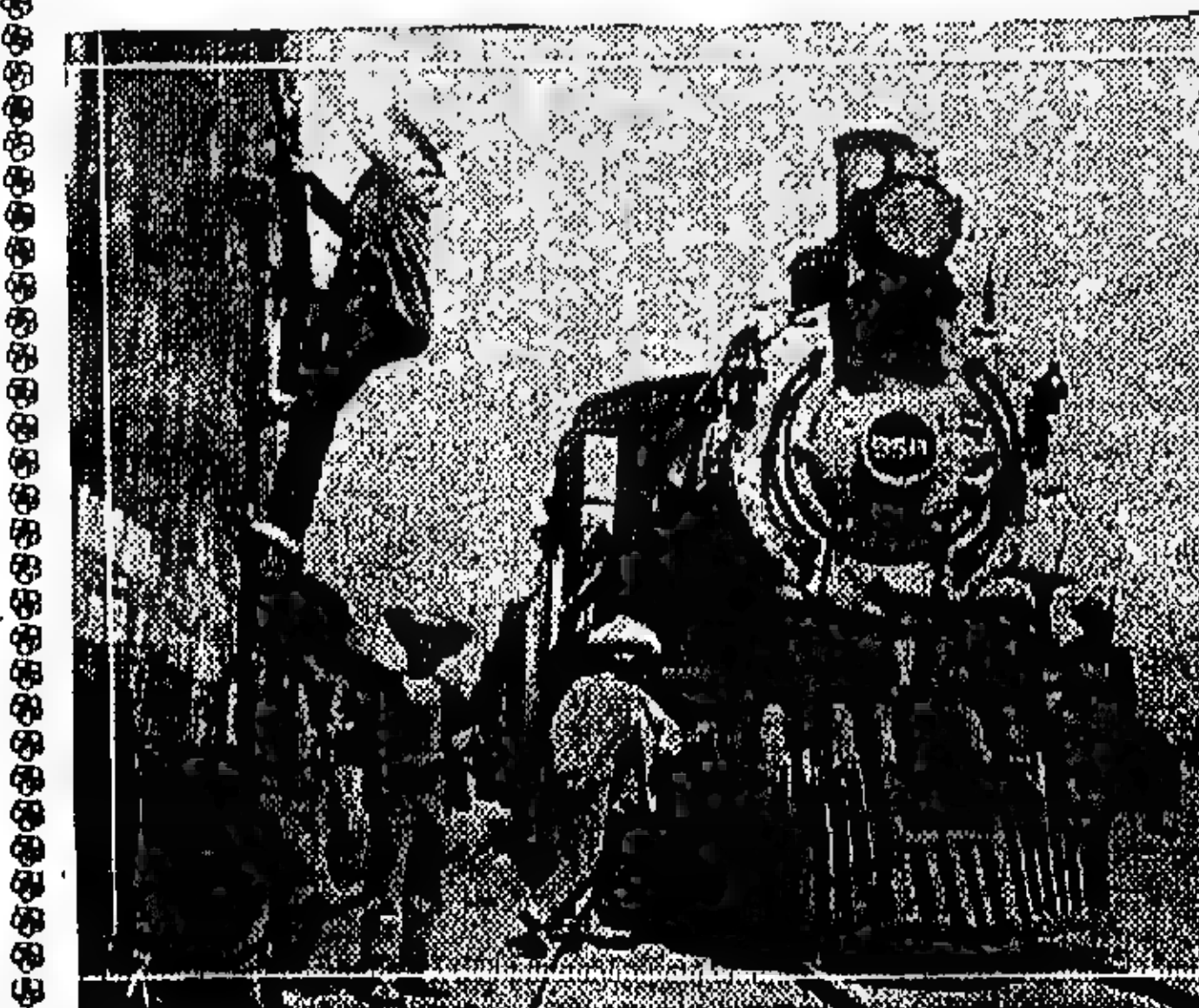
Camera Study of Mrs. Hoover. — The latest portrait of Mrs. Herbert Hoover. This photograph was personally selected and approved for publication by her.



Practice With Tiny One-Pounders. — A striking view of two turrets of three 14-inch guns on a battleship. In foreground is a sailor who has just fired a tiny one-pounder which is attached to the big gun (note the puff of smoke). Behind him in the turret is the gun crew, stationed as if the big gun had been fired. Using the one-pounder instead of wasting the big shell is part of preliminary practice. At left is an aeroplane catapult.



A Government volcanologist using a camera with a telephoto lens to take pictures of the violent eruption of Kilauea, Hawaii. The scientist is on the very brink of the "House of Eternal Fire" as the natives call it. Hundreds of tourists are joining the scientists in observing the present eruption.



Loyal Federal troops standing guard on a freight train in Jalisco during the Mexican revolt. General Calles, head of the loyal army, ordered all trains—passenger and freight—to be guarded.



The attractive air-woman, Louise McPhetridge (Mrs. Thuden), who has added another record to her altitude mark for women by setting a new record for endurance for women. She established a mark of 22 hours 46 minutes, beating the old record of Miss Bobbie Trout (a little over 17 hours 46 minutes).



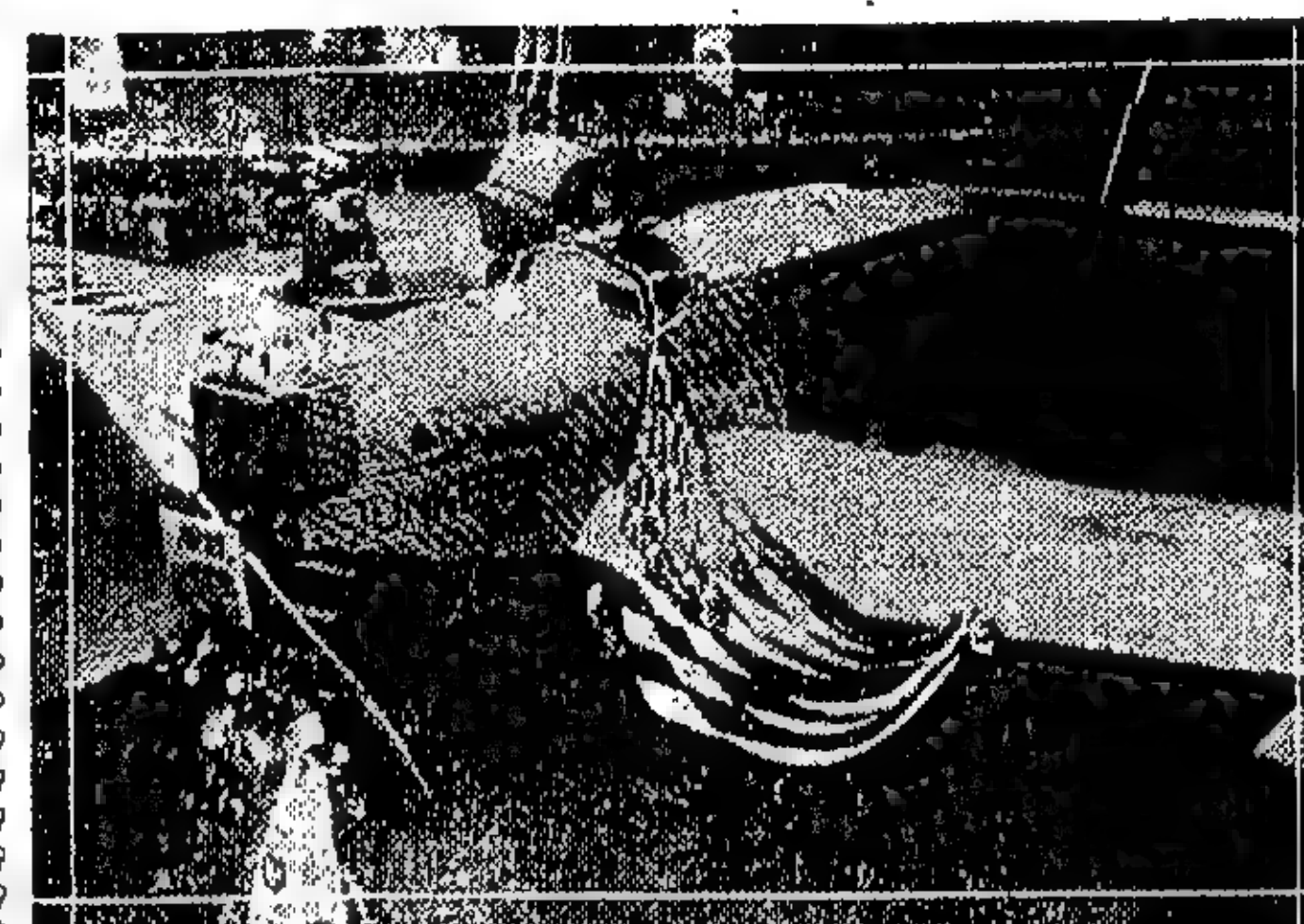
Society Aviatix. — Miss Ruth Nichols, society aviatrix of Rye, N.Y., photographed after leading an air caravan from New York to Washington. Miss Nichols, and Robb C. Oertel, both plan a 12,000-mile trip through 38 states to interest the people of a hundred cities in local aviation clubs. Separate planes will be used by both in the flight.



A beauty taking instructions in Spanish (hi-li) from Spanish stars. The strenuous Latin game is a combination of handball and lacrosse—played with a goat-skin ball and a cesta basket on an illuminated court. The girls believe that the game—called the fast-foot in the world—is an aid to beauty, grace and health.



Just before the start of the first flight of a glider towed behind a plane in America—left, Lloyd O'Donnell, "engineer" of the train, that is, pilot of the giant Fokker, bidding good-luck to the "train crew," Dale Drake, who was in the glider. They hopped from Reedley, Cal., and flew 176 miles before the 500-foot rope broke. This was repaired and the flight resumed 26 miles further to Long Beach.



The historic Junkers aeroplane "Bremen," in which the late Baron von Huenefeld, Captain Koehl and Major Fitzmaurice flew from Britain to America.



Training the King's Guard.—The personal bodyguard of the King of Italy are trained to the nth degree of efficiency and we find them here, mounted on their horses, descending steps near the palace grounds.



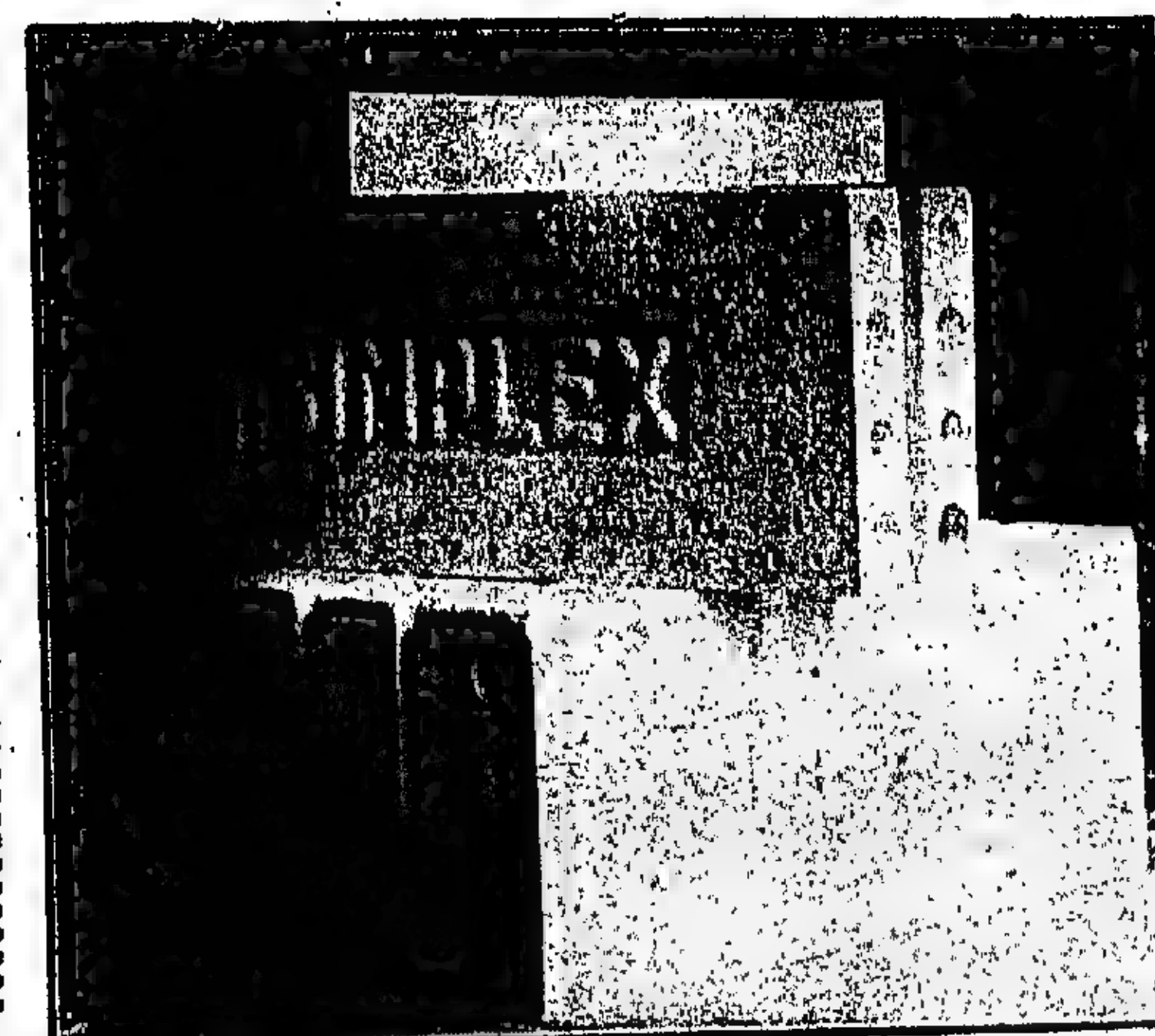
An unusual occurrence during the severe cold weather at Leyton, England—members of the congregation of a church arriving with their oil heaters to augment the warmth of the Christian religion with some real earthly fire. No doubt the congregation prayed for the return of the good old Summer time.



This baby Rhino and elephant at the Zoological Park in London found the hot water pipe in their cage very comfortable during the recent cold spell at home. Although natural enemies in the wild, they have developed an ideal friendship while endeavouring to keep warm.

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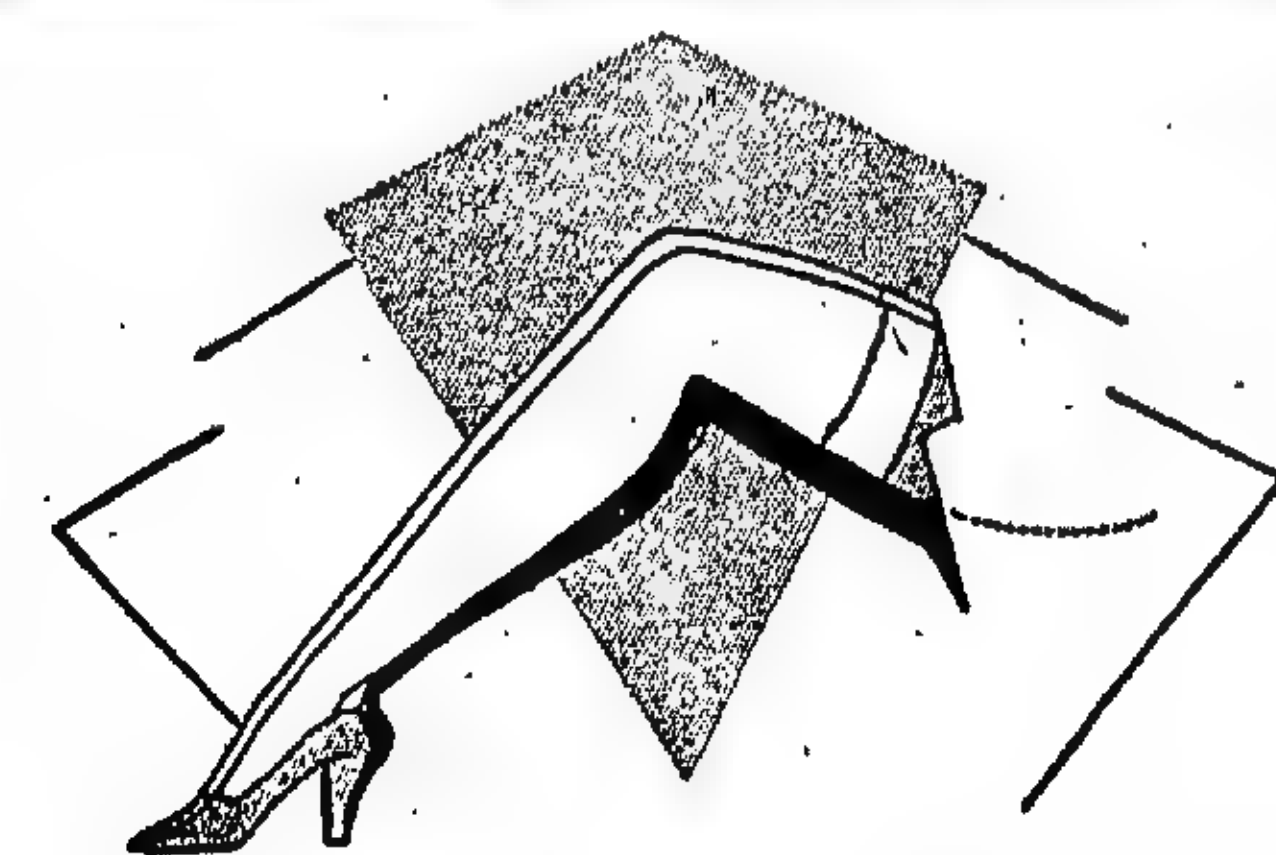
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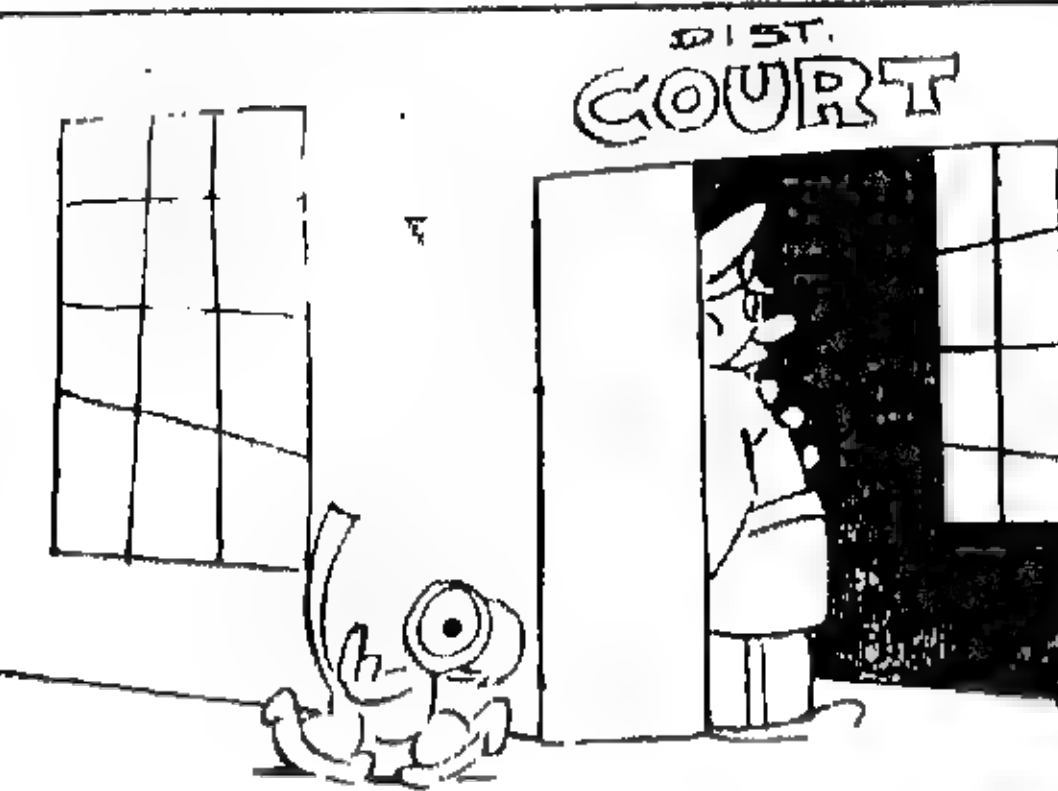
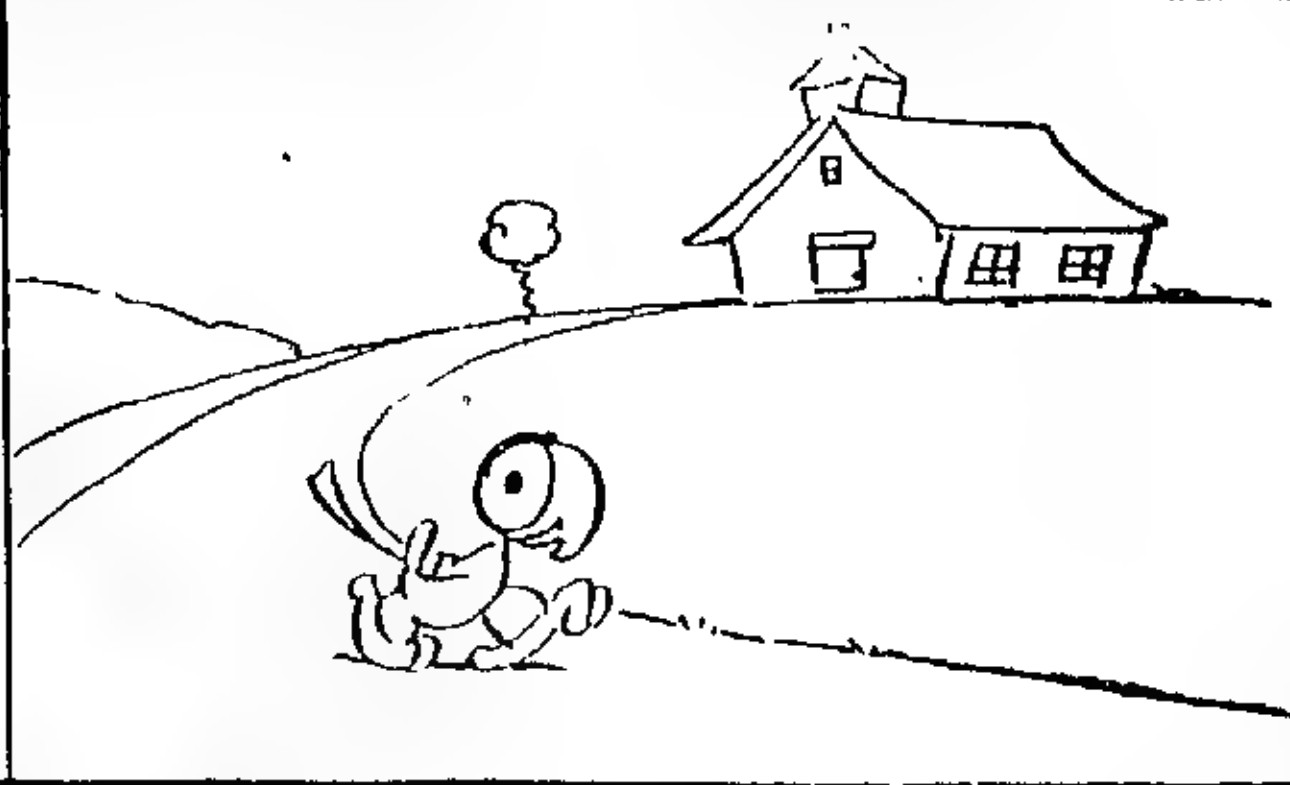
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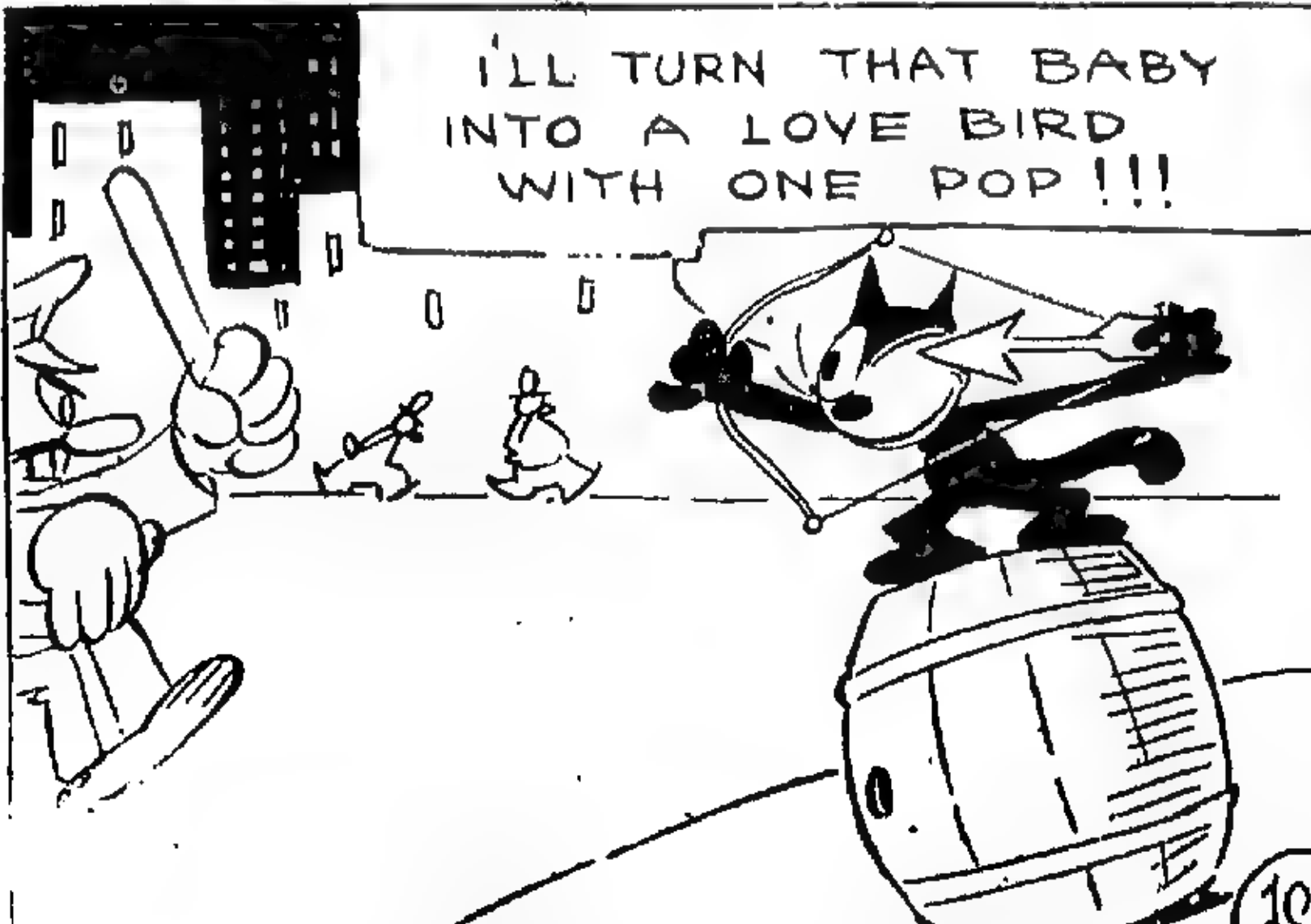
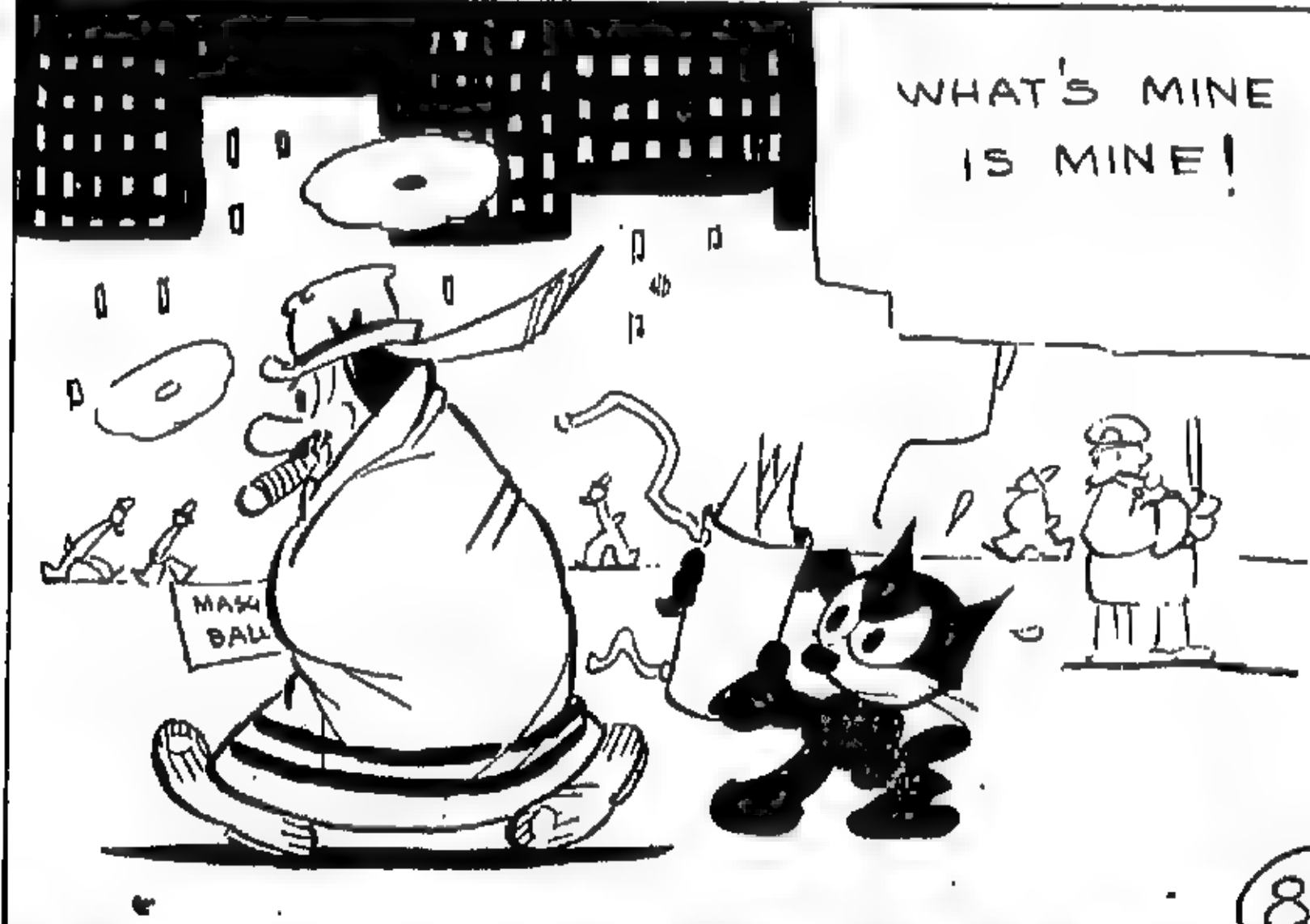
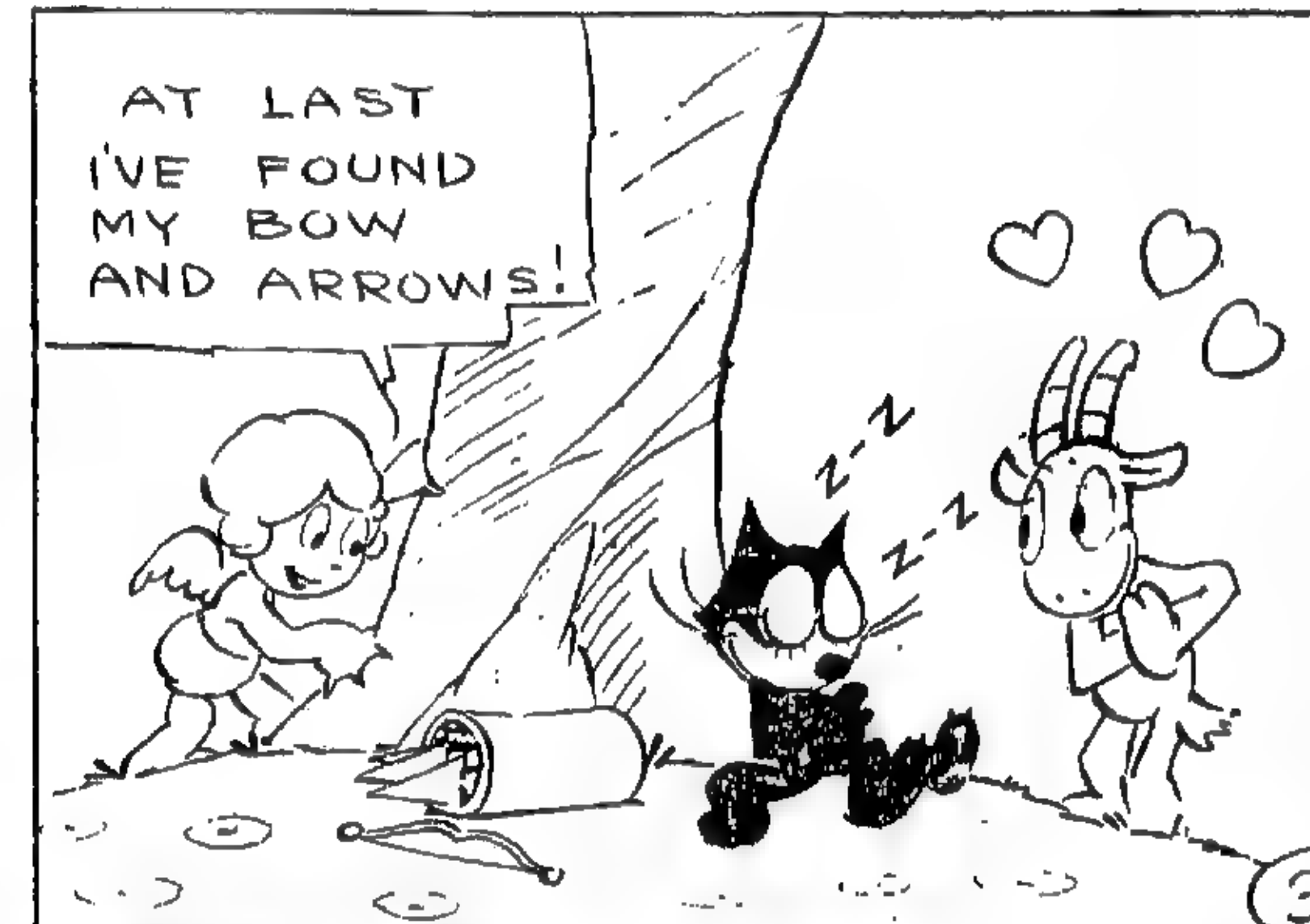
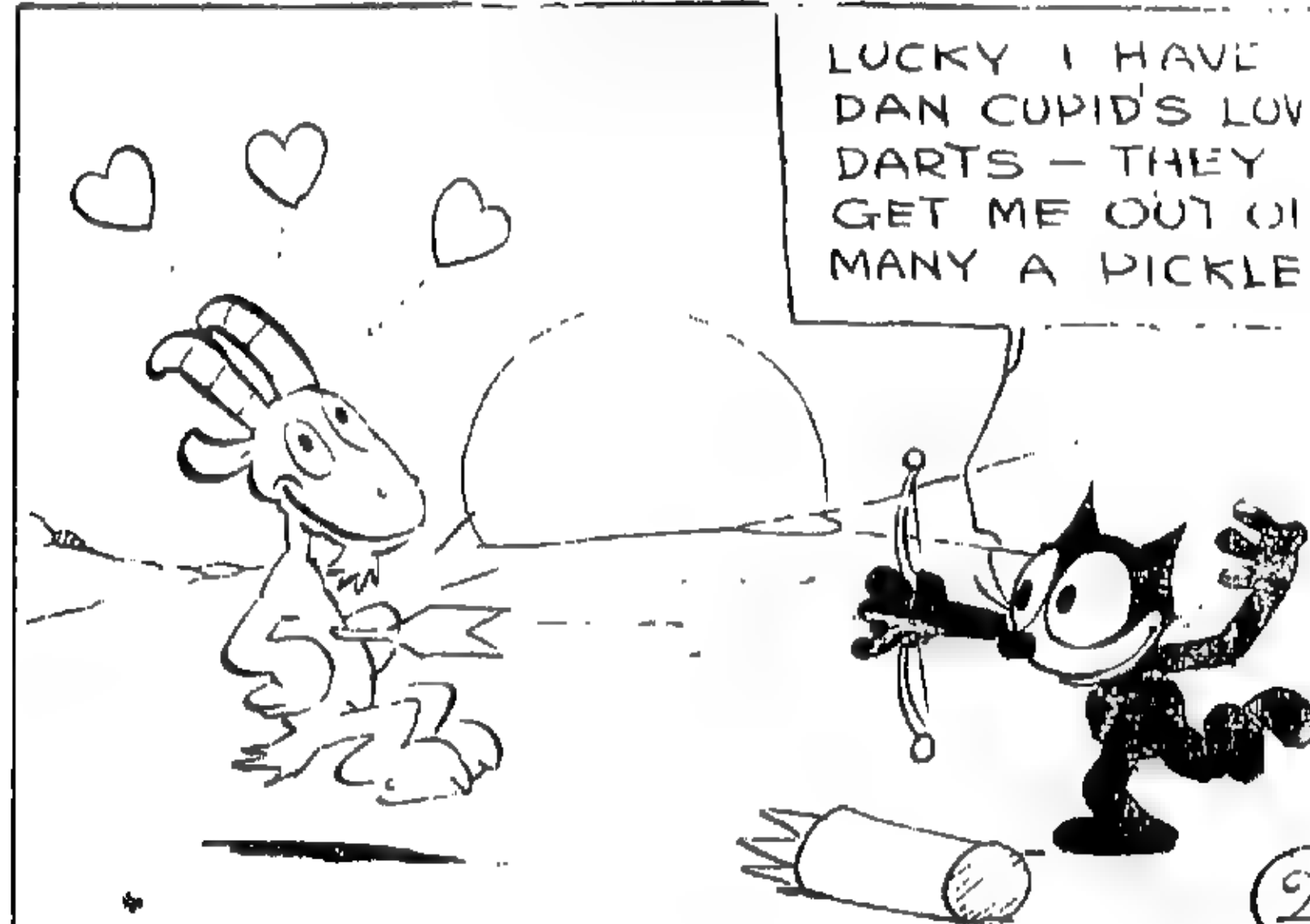


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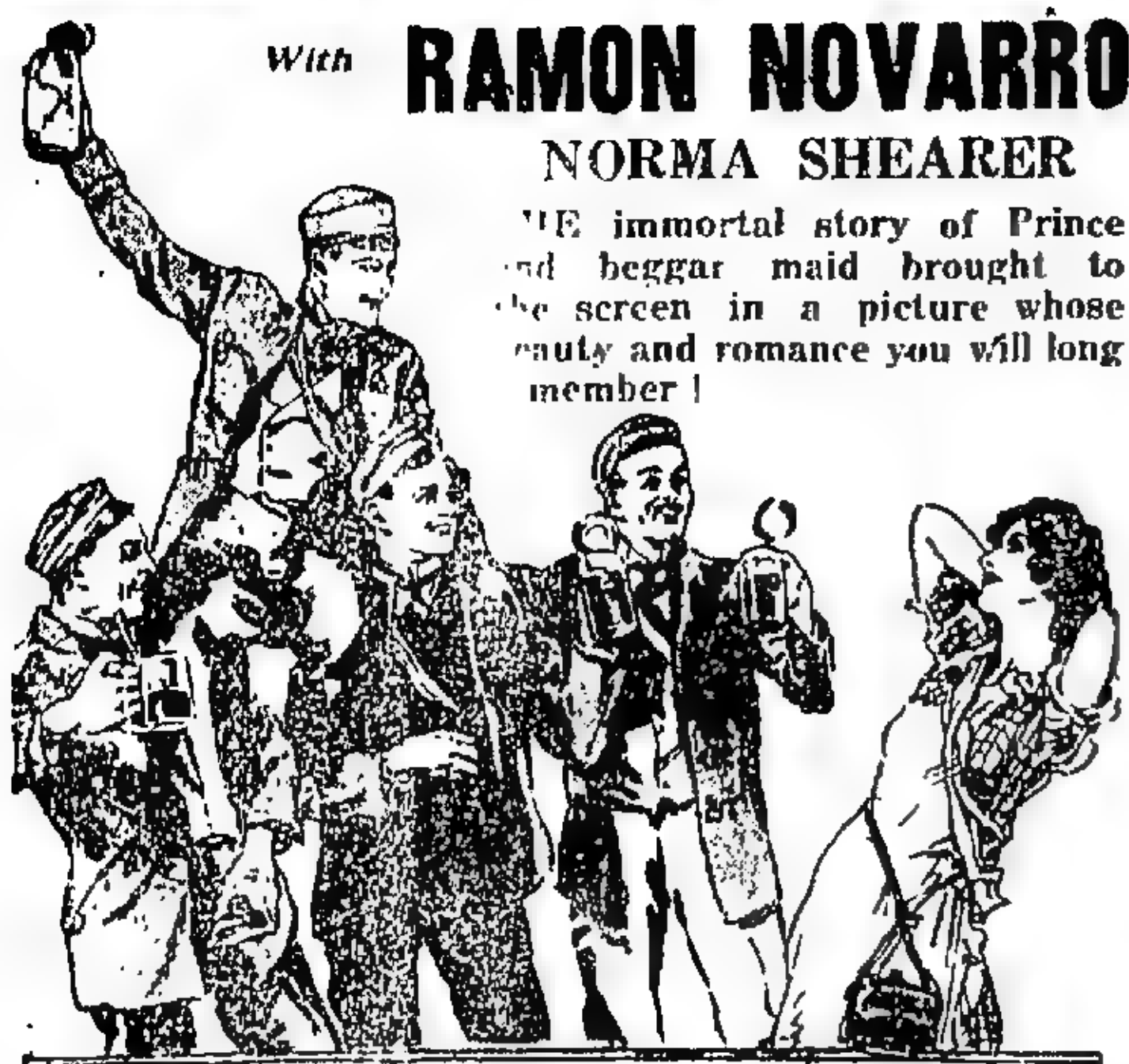






# STUDENT PRINCE

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The Week's Films A  
Glance

### QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20.

Today and Tomorrow. "Slightly Used," the hilarious story of an unmarried wife. With Conrad Nagel, May McAvoy and Audrey Ferris.  
Tuesday and Wednesday. "No Other Woman," the thrilling narrative of a woman's caprice. Starring Dolores Del Rio, Don Alvarado, Ben Bard and Paulette Goddard.  
Thursday. "The Cossacks," a Russian picture of the famous story of the Turkish Wars. With John Gilbert and Renee Adoree, the stars of "The Big Parade."

### WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20.

Final Showings Today. "Douglas Fairbanks' famous production, "The Thief of Bagdad."  
To-morrow and Tuesday (5.15 & 9.20). "Marion Davies' sparkling comedy, "The Patsy" (2.30 & 7.15) Chinese Picture, "Ying Kwei Foe, Part I."  
Wednesday and Thursday (at 5.15 & 9.20). "Let Women Alone," a spicy comedy starring Agnes Ayres and Warner Baxter. (2.30 & 7.15) Chinese Picture, "Ying Kwei Foe, Part I."  
Friday and Saturday (All Shows). "Janet Gaynor and Charles Farrell in the beautiful picture, "Street Angel."

### STAR THEATRE

At 5.30 and 9.20.

Matinees Every Saturday and Sunday at 2.30 p.m.  
Final Showings Today. "The Student Prince," a thrilling romance, with Ramon Novarro and Norma Shearer.  
To-morrow and Tuesday. "The Danger Girl," a lavish screen play, with Priscilla Dean and a large supporting cast.  
Wednesday and Thursday. "Becky," the love story of a very modern young flapper. With Sally O'Neill and Owen Moore.  
Friday and Saturday. "James Barrie's delightful film, "A Kiss For Cinderella," with Betty Bronson.  
Saturday at 9.15. The Banvard English Comedy Company.

### FLIP OF COIN DECIDES A WOMAN'S FATE

Two men—one time fast friends—toss a coin to decide the future of the wife of one of them. Both men love the girl.  
This is one of the tense situations in "No Other Woman," Lou Tellegen's production for Fox Films with Dolores Del Rio, Ben Bard and Don Alvarado in the leading roles.  
Ben Bard is the husband who spends his wife's entire fortune at the gambling tables of Southern France and then forges his friend's name to a cheque to cover his losses. The cliffhanging episode follows in the wake of the forgery. It is a thrilling and intensely dramatic situation—one of many in this colourful drama of primitive passions in fashionable life which is showing this week at the Queen's Theatre.

# The Cinema Page

## "THIEF OF BAGDAD"

Douglas Fairbanks' Famous Picture

One of Douglas Fairbanks' greatest pictures, "The Thief of Bagdad," will be shown for the last time to-day at the World Theatre. This lively fairy tale of dramatic splendour and entertaining magic is staged in Bagdad where a thief flouts the teaching of the Holy Man. Securing a magic rope he enters the caliph's palace and, seeing the Princess, he forgets he came to steal. Princes from far and near come as suitors for her hand and the thief in stolen raiment audaciously poses as a prince to win her love. Confessing the truth, he goes in deep humility to the Holy Man, who sends him on a quest for a magic chest. After overcoming almost impossible obstacles and experiencing terrifying dangers, he gets the chest. Returning, he learns that a Mongol Prince has seized the city, so by aid of the chest he creates a great army out of nothingness and recaptures it. He wins the Princess and with the aid of the cloak of invisibility gets away from the court, and then on the magic carpet they sail away to happiness.

## "SLIGHTLY USED"

Captivating Comedy at the Queen's

### MANY AMUSING SCENES

A new May McAvoy skips deftly through the screamingly funny situations of Warner Bros. production of "Slightly Used," which is the main ingredient in the excellent picture programme to-day and to-morrow at the Queen's Theatre. As an elder sister, who hits upon the idea of a fictitious marriage to enable her younger sisters to marry, she starts a most amusing series of situations. Proper Aunt Lydia is in on the deal too, much to her distaste and apprehension. Daddy swallows the tackle, sinker and all, when Cynthia shows him the ring, and announces that her hubby, a Major Smith, has just sailed for Nicaragua to join his regiment.

Then a nice young man comes along and Cynthia wishes she hadn't married. Making herself a widow, by death notices in the papers, seemed the easiest way out, but this caused a Major Smith, who happened to be in a Nicaragua hospital, to investigate. Claiming to be a Major Adams, bosom friend of the deceased, he called upon the merry widow. To make things worse, daddy liked him and decided to keep him around a while. Meanwhile "Major Adams" sought Cynthia's company assiduously, as she avoided him. He could speak, so it seemed, of nothing but the Major and the sad manner of his death.

Both May McAvoy and Conrad Nagel reach new heights of comedy in this portrayal. Others of the cast are Robert Agnew—Audrey Ferris, who is a promising new find—Eugenie Besserer, Anders Randolph, Sally Eilers, Arthur Rankin, David Mir and Jack Santoro.

### "THE COSSACKS"

Hair-growing preparations were in demand in the picture studios after "The Cossacks," John Gilbert's new Metro-Goldwyn-Mayer vehicle was finished. For Ernest Torrence, Paul Hurst, and other actors in the play had their heads shaved to enact Cossack fighters of the steppes. These men wear shaved heads in battle, and all except Gilbert underwent the treatment. Gilbert plays a swash-buckling Cossack soldier and Torrence his father, a Cossack chief, in the new story, a lurid adventure drama of the Turkish wars, with Renee Adoree as the heroine.

## "THE STUDENT PRINCE"

Romance of Prince and Peasant Maid

Castles—streets—towns—villages—these are some of the things built for a single motion picture in what will probably prove the most elaborately made production of the screen. The production is "The Student Prince," which will be shown for the last time to-day at the Star Theatre, with Ramon Novarro and Norma Shearer in the leading roles. Directed by Ernst Lubitsch and staged on a gorgeous scale, several thousand people appear in its massive scenes, in the colourful coronation ceremonies, the great public demonstration of welcome to a new ruler, revels of university students in the inns of Old Heidelberg and the making of a new monarch, all worked out with true fidelity to life. The famous story of the unhappy Prince Karl Heinrich and his beautiful peasant sweetheart of the inn are told just as it was told on the stage but with a background that the stage could never reproduce. Hundreds of colourful costumes specially designed are seen on imperial guardsmen, diplomats, nobles of the land and on the picturesque villagers. Novarro plays Karl Heinrich, the role made famous on the stage by Richard Mansfield, and Miss Shearer plays Kathie in the film story. The cast includes such celebrities as Jean Hersholt, Edward Connelly, Edythe Chapman, Robby Mack, Otis Harlan, Lionel Belmore, George K. Arthur, Gustav Von Seyffertitz, Philippe De Lacy and many others.

### PRISCILLA DEAN

"The Danger Girl" for Star

Bright, vivacious Priscilla Dean scores another big hit in "The Danger Girl," which will be shown to-morrow and Tuesday in the Star Theatre. Miss Dean, in this delightful mystery photoplay, is first seen as a bride who travels over house-tops at night and finds refuge in the apartment of two bachelor brothers, one of whom, of course, falls in love with her.

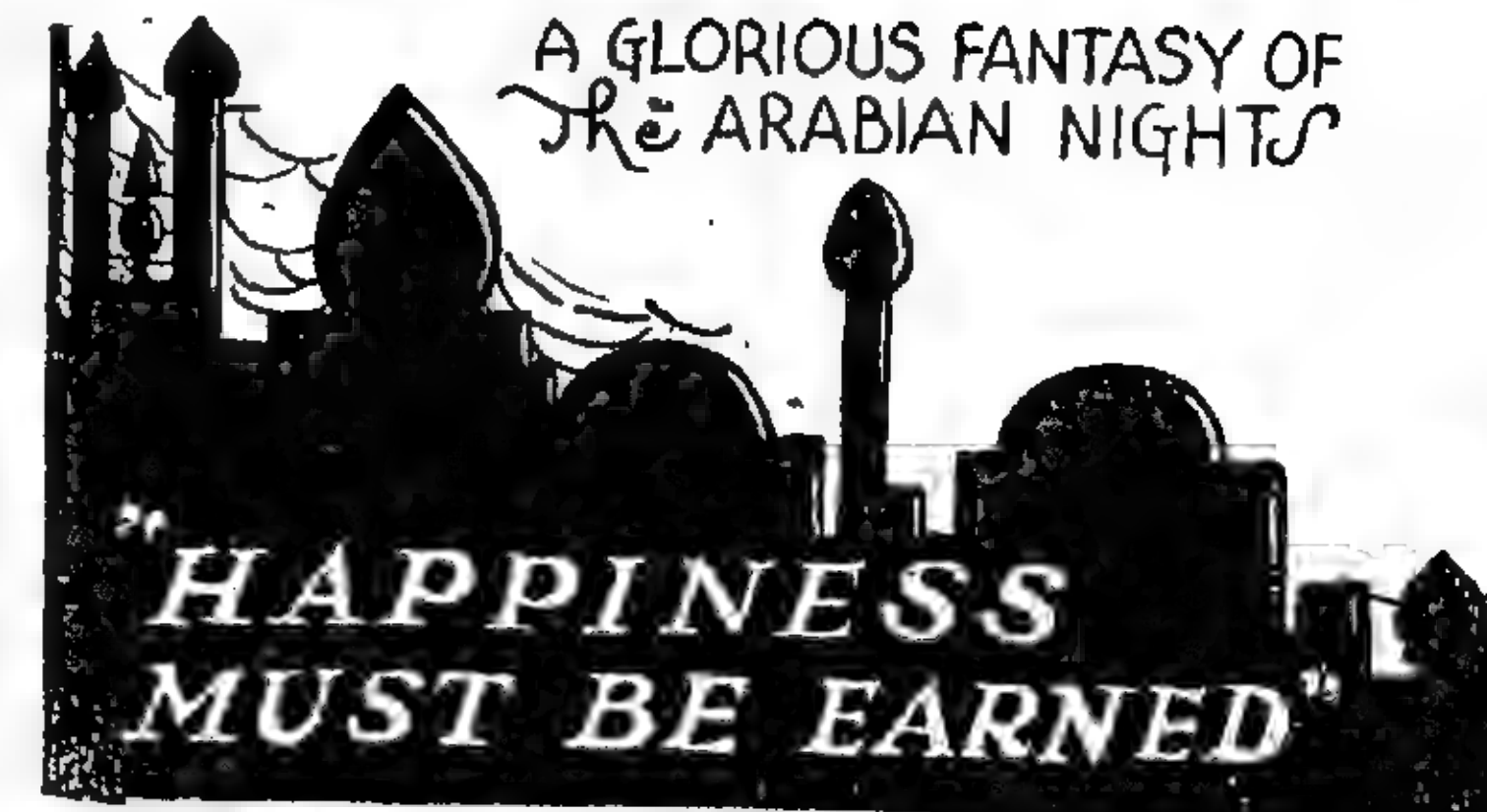
From the very start, the action proceeds rapidly to a sensational finish. The story deals with the plottings of a band of thieves to steal a fortune in gems and while for a time it would seem that Marie Duquesne, the character portrayed by Miss Dean, was in league with the robbers, the finale reveals a contrary state of affairs. At any rate, the picture is filled with thrills that are warranted to hold the interest of the most blasé movie fan.

# DOUGLAS FAIRBANKS

IN The

# THIEF of BAGDAD

A GLORIOUS FANTASY OF THE ARABIAN NIGHTS



AT THE  
**WORLD**

FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15.

## "NO OTHER WOMAN"

A Drama of Modern Society

DOLORES DEL RIO

"No Other Woman," which will occupy the screen at the Queen's Theatre on Tuesday and Wednesday, is Lou Tellegen's first directorial venture under the Fox Films banner. Dolores Del Rio plays the stellar role, surrounded by an excellent cast including Don Alvarado, Ben Bard, Paulette Goddard and Rosita Marstini.

The story was adapted for the screen from the original story by Polan Banks. It is a photoplay with an unusual amount of continental atmosphere, gorgeous settings and splendid direction. The photography, too, is a valued asset in providing vividness to the production. Practically all of the scenes are laid in Biarritz, France, the famous watering place. A French race track also figures prominently in a pivotal sequence in which many well-known film characters appear in the grand stand.

Dolores Del Rio is seen as a wealthy South American belle, Carmelito De Sano, sojourning in Biarritz with her reserved and dignified aunt, delineated by Rosita Marstini. She is loved by Maurice (Don Alvarado), who fears to tell his love lest the girl thinks it is her wealth that attracts him. His friend, Albert, impersonated by Ben Bard, has no such scruples, however. Her money would be a great asset to him in his gambling activities. With this in mind he proceeds to undermine Maurice.

It is a powerful tale of primitive passions in fashionable society, and many unusual twists of narrative take place before the final climax.

### "STREET ANGEL"

Janet Gaynor and Charles Farrell

"Street Angel," an adaptation of the successful stage play, "Lady Christillinda," by Monckton Hoffe, will be the feature film at the World Theatre on Friday and Saturday next. This picture again brings together the triumvirate responsible for the successful screen translation of the stage play "7th Heaven"—Janet Gaynor, Charles Farrell and Frank Borzage, the Director.

In this attraction the two youthful film lovers are transferred from the scenes of their first triumph in the sewers and attics of Naples. Janet Gaynor will be seen as a small travelling circus in order to free herself from the persecution of the Neapolitan gendarmes. Charles Farrell portrays the role of an itinerant Italian artist, who, enamoured by her charm, follows her about the countryside. The film is full of thrills. The greatest one is where the lover chases the girl through the streets trying to kill her, and when they finally meet at the altar of a great cathedral they are so changed that they are almost unrecognisable. It is one of the most beautiful films of recent years.

"The Patsy" is based on the famous stage play of that name which had a sensational run in every large city in America.

The Banvard English Comedy Company will commence a return season at the Star Theatre on Saturday next, April 18.



JOHN GILBERT in "THE COSSACKS"

## Movie Correspondence

"R.F.A."—Both D. W. Griffith's "Lady of the Pavements" and Rex Ingram's "The Three Passions" are among the big pictures to have an early showing at the Queen's Theatre.

"Soe."—The picture you mention will probably be shown again in Hong Kong in about three months' time.

"E.H."—Renee Adoree is appearing this week at the Queen's Theatre in "The Cossacks."

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

## GAY! SWIFT! LIGHT! AMUSING!



SHE was a widow but her husband wasn't dead! She was engaged, and then—her husband appeared!—The hilarious story of an unmarried wife!

# "Slightly Used"

WITH  
**MAY MCAVOY - CONRAD NAGEL**

**AUDREY FERRIS**

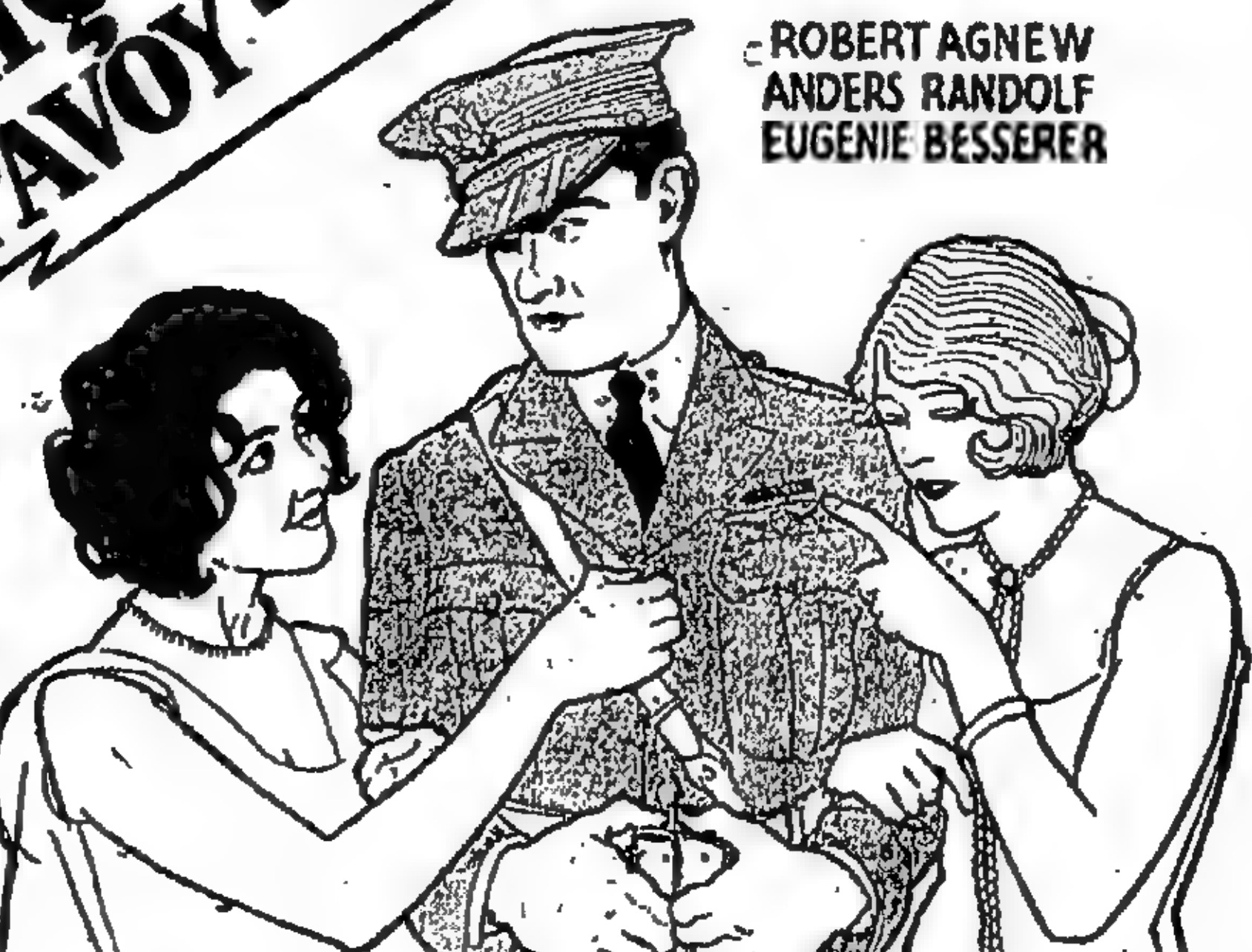
**ROBERT AGNEW  
ANDERS RANDOLF  
EUGENIE BESSERER**

STORY BY  
MELVILLE CROSMAN  
SCENARIO BY  
GRAHAM BAKER  
DIRECTED BY  
ARCHIE L. MAYO

A WARNER BROS PRODUCTION

A CAPTIVATING COMEDY OF MARRIAGE A LA CARTE!

AT THE  
**QUEEN'S** TO-DAY & TO-MORROW  
At 2.30, 5.10, 7.15 & 9.20.



Scene from "No Other Woman"





### THE SIMPLE GOSPEL

#### The New Commandment Neglected

"I believe that since the war people have tried to live better lives and to do something to reconstruct this shattered world, and yet we do not seem to have got any farther. A Christian religion is given us to help us and encourage us, and it often does neither."

"Some of us are intensely bewildered and confused. Arguments and disputes concerning religious matters do not constitute religion."

These remarks were made by the Earl of Home in an address on "A Layman's Thoughts on Religion," delivered to the members of the Glasgow University New Testament Society.

#### Bewilderment

Lord Home said that the different denominations, creeds, doctrines, forms of worship and ritual had confused them and had taken their thoughts away from the central figure of Christ only. It seemed to him that that bewilderment would continue. They had only to consider the Prayer Book dispute going on in the English Church at the present time. He could not see any solution of that great difficulty. Why could they and their children not believe that was all they required to do? The lack of the gospel of love was what was wrong with the world to-day.

"In our time," declared Lord Home, "there has been nothing but hatred and slander everything wrong. The world before our Lord came was a dying world, and to my mind, if we do not look out, the world is dying to-day. The people of the old world, before the Lord's day, had the Ten Commandments to go on. The Lord said when He came: 'I come to make all things new; I come to give you a new commandment.' The world is in a mess now, but you can put it right if you love one another."

#### A Glorious Chance

"We got a glorious chance and for nearly 2,000 years we have missed it. We have been troubled, afflicted with cruelty and sorrow and sadness and anxiety in the war. God has judged us and said: 'Here is your chance. Will you

remember the commandment which my Son gave you?"

"I say to you ministers, and to those who are going to be ministers, do impress this on us more. Do not confuse us. Teach us the simple Gospel, and help us to realise that in all our individual troubles, problems, and in the difficulties of the world there is only one Person who can put things right, and He is the man nobody knows."

"We know about our Lord, but I maintain we do not know Him and that is the trouble. Yet you know we want to know Him—and that is where you can help us."

"You can help in prayer. Do not always pray for us. Let us pray with you."

### Dr. Cosmo Lang



A hitherto unpublished picture of Dr. Cosmo Lang, Archbishop of Canterbury.

### "I AM I"

This is not really "I"  
Even tho' called by name.  
"Electrons" or "Atoms"  
Would do just the same.

This poor weak creature,  
How often I despise,  
Does such foolish things,  
Yet the real "I" is wise.

The sharp unkind word,  
Or that common fault,  
No word is said,  
Yet so kind was the thought.

Oh it's a struggle,  
To hide the real "I,"  
What a pity it is  
That Goodness is shy!

Oh the courage it needs  
In the world to-day,  
To do the good deeds  
Not dream them away.

There will come a time  
(It comes to us all),  
A few sad farewells,  
The clear claxon call and then  
I am I.

—W. P.

### TRUE BEAUTY

#### The Mind and The Face

The silliest thing ever said about beauty is that it is only skin-deep. Beauty that is only skin-deep has a difficulty in turning even one head, let alone thousands. Beauty is not a mask, but depends rather upon form, expression, harmony and contour. For this reason a measure of beauty should be attainable by every one of us. Beauty of body can be acquired by exercise, and graceful movement follows on the practice of Eurythmics which are taught in every part of the world to-day. With the help and advice of beauty specialists, much may be done for complexions and even for the features, but here more than elsewhere it is necessary to remember that Beauty is not a mask. The face is recognised by every one to be the mirror of the soul and it is possible for an expert to read every trait of one's character, not merely from the expression but from the shape of certain features, the set of the mouth, the lines that the passing years inevitably engrave on every countenance.

There is no doubt whatever that your mind contributes largely to the architecture of your face and indeed of the whole of your body, therefore it is your thoughts you have to guard and develop. An ill-tempered or dishonest woman may have eyes of an excellent shape, though this does not often

### CHURCH NOTICE

A CHARGE OF ONE DOLLAR  
IS MADE FOR ALL NOTICES  
UNDER THIS HEADING

#### FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]  
Macdonnell Road, below Bowen Road Tram Station.  
Sunday Service, 11.15 a.m.  
Subject:—"Adam and Fallen Man."

The Sunday School is held on Sunday mornings at 10 o'clock.  
Wednesday Evening Meeting at 6.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.  
The Public is cordially invited to attend the service and visit the Reading Room.

happen, but there will be something in their expression to repel the sensitive observer and with the passing years even their shape and size will alter.

The Rev. W. S. Senior, a poet well-known in Ceylon, says in one of the greatest of his poems: "Beauty gives not God but God gives beauty." I believe that beauty like every good and true thing is god-given and we can only hope to attain beauty or to preserve what we already have by keeping in touch with the good and true and lovely. For many it may be too late in life to acquire beauty of form but a beautiful expression is within the reach of all.

### A THOUGHT

Jesu is in my heart, His sacred name  
Is deeply carved there; but th' other week

A great affliction broke the little frame.

Even all to pieces, which I went to seek.

And first I found the corner where was I.

After where E S and next where U was graved.

When I had got these parcels, instantly

I sat me down to spell them, and perceived

That to my broken heart He was I ease you,

And to my whole is Jesu.

—GEORGE HERBERT.  
(1593—1633.)



### COAST EROSION IN SUFFOLK

At Bognor the sea is a safe distance away from the land, but this is not so in other parts of England where parts of the coastline are being steadily eaten away every day. "The Times" publishes a picture of the threat to Fakenfield, and for those who know something about coast erosion the picture tells a sad tale. Eighty feet of coast have been eaten away within the last two years, and of a row of houses now only four remain, and one of these is tenantless, has its roof off, and will fall into the sea very soon. It is not marvellous that the end house is tenantless; what is amazing is the courage of those householders who live in the three houses which the sea will shortly demolish. Did we not know the circumstances we could never guess from looking at the picture that the houses had anything to fear. The curtains in the windows seem much as curtains do in other house windows; the hedges in the little front gardens are neatly trimmed and inside the houses all appears to be as usual. It must be a most unpleasant experience awaiting down as these houses are awaiting

ing down. We know something about the subject, for we have seen the sea gradually eating away the shoreline near Liverpool, several houses in Crosby, Blundellsands, and Waterloo, having been completely ruined.

#### War Episode Disclosed

A war secret giving the dramatic details of the bombing of the British submarine C-25 off Harwich in 1918 has been now disclosed. The submarine was surprised by five German aircraft. Six of the crew, including the commander, were killed before they could dive. The attack from the air went on for over an hour, the planes pouring down a rain of bombs and explosive bullets which pierced the hull, wrecked the rudder, and smashed the compasses. The submarine went on ahead by the aid of the gas engine. The holes in the hull were plugged up with articles of clothing and the pumps desperately manned by the survivors. The attack faded away and another British submarine sighted the crippled and took her in tow. The attack was recommenced on the rescuing submarine which dived and remained submerged

for half an hour. She came up to find C-25 still afloat. The latter was then towed to Harwich with the survivors.

#### Daughters of Erin

Another injustice! Ireland. The "Free State" is furious at what its loyal citizens consider a slight on their women. "Sir Thomas Mackintosh Legge, ex-senior medical inspector of factories, has declared that the best-looking women workers are to be found in Belfast and other industrial centres of Ulster. Dublin has challenged him, and may challenge her Northern rival to a beauty tour-

### DON'T WASTE WATER!

namment, at which the college south of the new frontier will meet their sisters of Ulster before a tribunal of impartial judges. There is no denying that some of the most beautiful women in these islands are daughters of Erin. One has only to motor through the villages of Galway or Cork to be convinced of the fact. Dublin claims that the northern type of beauty is more Scottish than Irish, and therefore not entitled to represent Ireland herself. He is a brave man who consents to sit on such a tribunal.

#### Gold Coast Art

Much interest has been shown in the exhibition of drawings by

"Modern Gold Coast Artists." The negro artistic mind finds expression in startling ways in these pictures of native life, and while many of them are obviously crude, some have won frank praise from our critics for their colour values and gay atmosphere. Mr. George A. Stevens, till recently art master at the Prince of Wales College, Achimota, Gold Coast, is responsible for this outburst of negro talent. They represent the result of a three years' experiment in teaching women from 16 to 25 years of age. He began in a curious way. When asked to arrange the first annual "art" exhibition after taking charge of the school, Mr. Stevens found a very depressing collection of coloured drawings of ink bottles, boots, candles, and suchlike, as the material for the display. When he had "hung" the least unpleasant of these effusions, there was still some wall space left. A student suggested that further material might be found in the dormitory. He was right. Mr. Stevens discovered a number of satirical cartoons representing incidents in the daily life of the college. The best of these were mounted and hung in all seriousness in the class room. "It was a gesture made with good results," said Mr. Stevens. "Art was understood as fun taken seriously." The cartoons became the basis of this teaching. In consequence we have this London display of village scenes, and negro interpretations of such Biblical subjects as the Creation and the Nativity. It is undoubtedly the most unusual art exhibition of the year.



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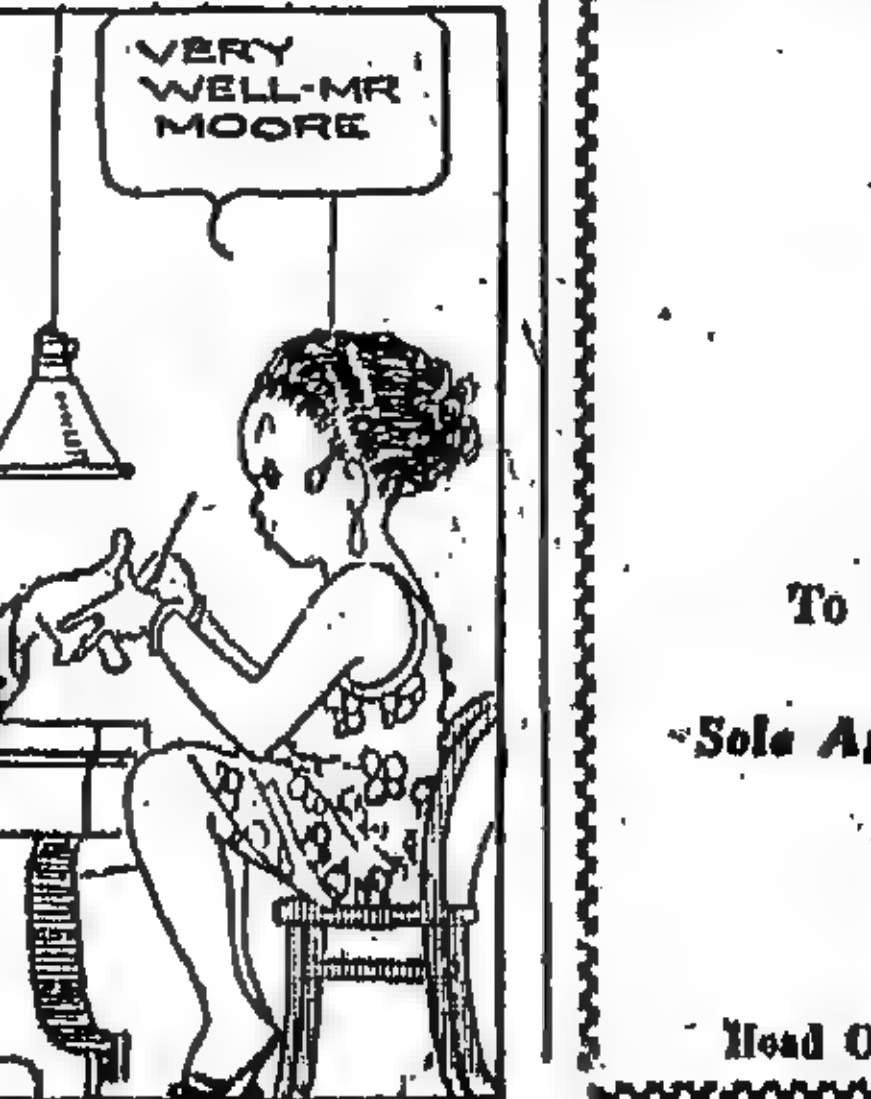
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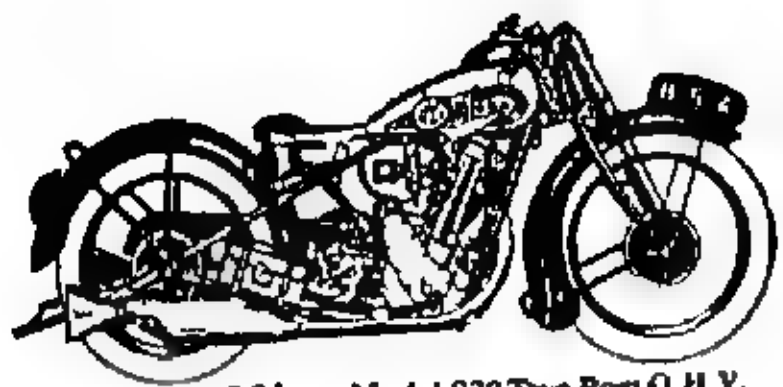
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## OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

### NOTES FROM THE FACTORIES

[By "Super-Six."]

#### In the News

Sir Herbert Austin, the motor-car manufacturer, who announces that he remains unperturbed by American expansions, is 63. He spent several years as a young man in Australia and returned to England to control the manufacture of a sheep-shearing machine, but soon began motor-car making. He is now one of the leaders of the motor industry, is a member of half a dozen clubs, and his chief hobby is work.

#### Brilliant Cars

Two new eights are announced by Studebaker, builder of champion cars. The one, a new President Eight, surpasses even its predecessor in smartness of design, thoroughbred performance and velvet riding ease. Even more powerful than The President Eight which travelled 30,000 miles in 26,326 consecutive minutes! The other, the new Commander Eight, a straight eight in the six-cylinder price range, eclipses the brilliance of its sturdy brother, that won world-wide renown by travelling 25,000 miles in less than 23,000 consecutive minutes. These two brilliant cars carry Studebaker's banner of leadership to still loftier heights. In every detail they reflect the engineering-genius which has made Studebaker performance a standard of comparison. During 1928, Studebaker cars climaxed all feats for speed and endurance by winning 126 official American stock car records, 5 world records and 8 international records.

#### Quality Standards

Last year motorists invested more than \$7,000,000 in new Erskine Sixes! Thus the world enthusiastically approves this Studebaker car which won the championship of its low priced class by racing 1,000 miles in 984 minutes. This steadily growing popularity is proof of the desirability of a high quality six at moderate cost, built to Studebaker's quality standards. A family car with the roomy, hydraulically cushioned comfort of expensive automobiles. Studebaker's engineering genius gave the thrill and satisfaction of championship performance to this Erskine, noted for its economy of petrol and lubricant.

#### Modern Road Construction

Overseas visitors to Britain are often struck with the tremendous development in road construction which has taken place in recent years. Their outlook, of course, depends largely upon the road conditions prevailing in their own home countries, but few people can fail to be impressed by the wonderful "by-pass" system of roads round London, for instance, which enables motor traffic to avoid, in many cases, miles of tram lines and congested streets, sometimes so narrow as to form a bottle-neck with disastrous effects on the progress of traffic. One of the best known of the arterial roads leading out of London is the Great West Road which carries the great volume of traffic for the Bath road, the port of Southampton and the more distant counties of Devon and Cornwall. Apart from the long-distance traffic, there are almost continuous streams of great lorries loaded with vegetable produce, etc., bound from Middlesex to Covent Garden Market. Thus, the wear and tear on such a road is tremendous and only the best materials will stand up to it. At the London end of the Great West Road many thousands of tons of Tunnel brand Portland Cement have been used both for the road and the bridges over the railways, etc., with excellent results.

#### Across the Kalahari

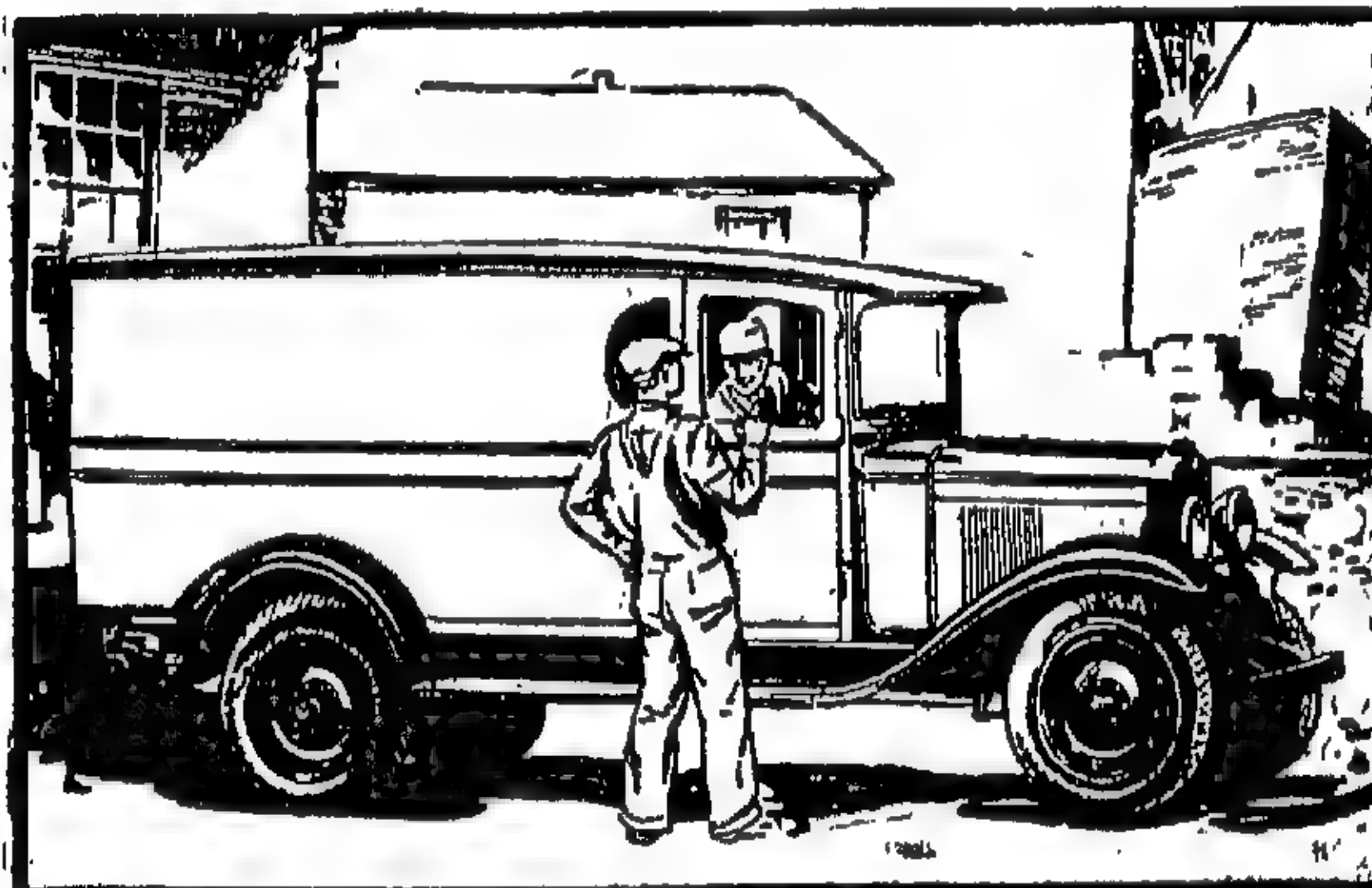
Messrs. Morris Commercial Cars, Ltd., Soho, Birmingham, have produced in really attractive style a booklet describing an outstanding performance by the Morris commercial vehicle in South Africa. The name of the booklet is "An Epic of the Desert." Its author is the well-known journalist, Mr. Hamilton Fyfe, and it deals with the crossing of the Kalahari Desert in June of last year. In addition to the strenuous nature of the trip, it is also clear that it was of very considerable com-

#### Automatic Signals

With the largely increased use of closed motor-cars there has been a corresponding increase in the use of automatic signals by drivers to indicate their intentions to point-duty policemen and other road users. Their value would be enhanced if the various systems could be standardised. To help in deciding the best method of automatic signalling, the Ministry of Transport has asked the Royal Automobile Club to arrange for an official demonstration of existing devices.

#### Automatic Switch Car

Pamphlets have reached us from Messrs. Setalite, Limited, 1 to 4, Morley House, Regent-street, W.1, illustrating and describing an instrument for automatically switching on the lights of a motor-car which has been left unattended. The instrument, which is about the size of a speedometer, and can be fitted on the dashboard, or in any other convenient position, comprises a dial on which time intervals up to 6 hours are graduated in units of 15 minutes. The dial is turned by means of a knob, so that the length of time from that at which the instrument is set to the lighting-up time appears opposite a pointer, and when that time has elapsed the lights will be switched on. The instrument uses no current, and no winding, other than that involved in turning the knob to set the instrument, is required; its employment does not interfere with the control of the lights by switches in the ordinary way. Similar instruments for switching on or off lights, heaters, and other electrical appliances in shops, houses, garages, &c., are in course of preparation.



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Give this new Chevrolet Truck plenty of work—  
heavy work—constant work. Load it to capacity.  
Route it over rough, unmade roads—through  
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The type of performance it will render will  
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## SPEED LIMITS

## No Useful Purpose Served

## PUBLIC SAFETY

The London and Home Counties Advisory Committee find that:

Existing speed limits in the County of London serve no useful purpose; Speed limits may in themselves be dangerous;

Public safety can be provided for more effectively by the general law.

The Committee comment that the Commissioner of Police at the time of their investigations (Sir William Horwood) suggested that all speed limits in the Metropolitan Police district outside the County of London might be abolished.

In the City of London, the Metropolitan Police district, and Greater London 12,832 persons have been killed in road accidents since 1920.

## The Best Safeguard

The foregoing facts and opinions are recorded in the report of the Committee to the Minister of Transport for the year October 1, 1927, to September 30, 1928.

The conclusions of the Committee on the question of speed limits followed a review of their operation both in the county of London and the Metropolitan Police District outside the county of London. They declare:—

In some cases traffic conditions in themselves enforce a limitation of speed on any reasonable driver, and unreasonable drivers can be dealt with under the existing general legislation.

Speed limits may in themselves be dangerous, e.g., a limit of ten miles per hour may tend to become the minimum speed irrespective of traffic conditions within the streets affected.

Speed limits have proved in practice difficult to enforce. Public safety, which is the chief aim in fixing speed limit, can be provided for more effectively by the general law.

The Committee reported to the Minister that they proposed to consider any cases where it was suggested that the speed limit should be withdrawn as being specially vexatious. To this the Minister had replied that, while agreeing that particular cases might well be reviewed, it was important that there should be informal discussion with local authorities before any official action was taken. It was important that the concurrence of these bodies should be secured to any recommendation in respect of the abolition of existing restrictions. Commenting on street accidents, the Committee state:—

Compulsory insurance against third-party risks should be extended to cover all vehicles.

All mechanically propelled vehicles not provided with foot-boards should be equipped with side-guards.

Sandwich-men should not be permitted to perambulate in the more densely trafficked streets.

## Eight Years' Toll

The toll of the London streets has doubled in eight years. Taking the City, the Metropolitan Police District, and Greater London together, the casualties have been:—

	Killed.	Injured.
1920	1,314	42,056
1921	1,162	46,792
1922	1,368	52,786
1923	1,368	62,526
1924	1,732	72,106
1925	1,706	80,462
1926	2,040	94,426
1927	2,142	98,424

The Committee have been impressed by the fact that the provision of police officers on traffic duty appears to be the most valuable safeguard against accidents.

## Schemes Delayed

Reviewing the activities of the Committee, over which Sir Henry Maybury presides, the report states:—

"We cannot refrain from expressing our disappointment that so little practical effect has been given to the recommendations which have been made from time to time, and which have been accepted by you, involving the construction of new roads and bridges, the carrying out of road widenings and improvements, and the provision of additional travelling facilities."

After a reference to some of the bigger schemes, including Charing-cross Bridge, the Committee add:—

"In our view it is particularly unfortunate that the uncertainty which exists as to the position with regard to the major schemes is undoubtedly holding up a number of comparatively minor improvements which, in our view, would very materially assist in relieving traffic congestion."

## NINTH BIRTHDAY

## Institute of Transport

This year is the tenth year of the existence of the Institute of Transport, and the progress which the body has made in this period was naturally stressed at its ninth dinner, held on March 14. The Institute was fortunate this year in having as its principal guest His Royal Highness the Prince of Wales, whose travels surely entitle him to claim some knowledge of what the Institute, of which he is Hon. President, stands for.

The toast of the Institute having been proposed by Sir Arthur Stanley, it was replied to by His Royal Highness, who reviewed a great amount of ground in the course of his remarks. He reminded those present of the several types of transport to which he had at one time and another resorted, and referred to the great co-ordinated effort which enabled him to travel from the heart of Africa to the bedside of his Royal father in an exceptionally short time. In this journey the Enterprise covered 4,071 miles in eight days, while the subsequent railway journey was so well organised by the Italian, Swiss and French authorities that eleven hours were saved on the previous fastest run across Europe. As was natural with Sir W. Sefton Brancker in the chair, a good many references were made during the evening to aviation.

His Royal Highness referred especially to the service to India. This, with the exception of a single stage between Bale and Genoa, which will be at present taken by train, will enable passengers to reach Karachi in about six days, by air. Developments are proceeding also in Africa, and the Union Government has now made a substantial contribution and promised full support to a service which should bring Cape Town to within 122 days of Westminster. Recent months, we were reminded, had produced many interesting feats in aviation. Reference, for instance, was made by speakers to the 18,000-mile flight of Lady Bailey, who was present at the function.

Others mentioned by the Prince of Wales, in his survey, were Mr. Bentley, Mr. Murdoch and Captain Rattray. The latter, Provincial Commissioner in West Africa, had come home, learnt to fly and returned to his post in a Moth. The rescues from Kabul were also referred to as an example of the possibilities of the Royal Air Force.

Lastly His Royal Highness mentioned the fact that Imperial Airways machines, since the beginning of 1925, had flown 3½ million miles without a single accident involving the death of a passenger.

The toast of "The Guests," put in an excellent and racy speech by Sir Sefton Brancker, was replied to by Sir W. Joynson-Hicks and Mr. J. H. Thomas, the former dealing with the duties of policemen as they affected the lady motorist.

The health of the Chairman was proposed by Mr. R. T. Smith, immediate past president of the Institution. Altogether, the evening proved one of the most successful.

## CAR DESIGN

## Trend Toward Simplicity

One of the most noteworthy aspects of progress in automotive design, which is reflected by the new models seen this season, is the increasing trend toward simplicity. It is almost axiomatic with engineers that the simplest mechanism is not only the best but the one most likely to give motorists the trouble free service they have learned to expect from their cars.

An outstanding example of this trend toward simplification is the mechanical fuel feed pump which has for some time been standard equipment on Studebaker cars, replacing the vacuum tank system of fuel supply which was formerly in use.

The pump is extremely simple in design. It is operated by a lever actuated by the cam shaft of the motor, thus automatically supplying the carburettor with petrol in strict proportion to the requirements of the motor.

In operation the pump draws fuel from the main petrol tank through a strainer built integral with the pump, and feeds it to the carburettor under very slight pressure. The action of the strainer eliminates all water and sediment in the fuel before it reaches the pump valve and passes into the carburettor, thus preventing sticking and freezing of the mechanism as well as carburettor trouble.

## Sustained High Speeds

The whole mechanism weighs less than three pounds, requires no adjustment, and assures a constant, even supply of fuel to the carburettor for sustained high speed as well as for steady power when climbing steep grades.

Like all other improvements incorporated in Studebaker cars, the fuel pump was put through exhaustive tests in Studebaker's elaborate research laboratories and on the Studebaker Proving Ground before it was adopted. On tests for durability it was kept in continuous operation for more than 200,000 miles. It was tested with every grade of commercial petrol, and under all atmospheric and temperature conditions.

Perhaps the most convincing tests it has undergone have occurred since it became a feature of standard equipment. It was a part of the equipment on The President Eight which recently set new official world records for speed and endurance by covering 30,000 miles in less than 30,000 minutes on the Atlantic City Speedway, maintaining an average speed of more than 68 miles per hour for 19 days and 18 nights of continuous travel. It was also called on to keep a steady flow of fuel passing into the carburettors of the Studebaker Commander motors which travelled 25,000 miles in less than 23,000 minutes on the same track. In both of these severe tests the fuel pumps performed perfectly.

## CHRYSLER EXTEND

The Chrysler automobile interests announce that the company has secured a site for the erection of a Pacific Coast plant which will cost about \$7,000,000, and will facilitate the assembly of cars for the Oriental export market.

ful functions of its kind in the ten years' career of this energetic body.

## MOTORISTS MISLEAD

## Harmful Effects of Stunt Journalism

## BOGUS PROPHECIES

In the following scathing article "The Motor" attacks sensation-seeking journalists whose vague and premature report at times dislocate the entire motor industry.

For the second time within a short period the daily Press has announced automobile marvels for next year, in proof thereof describing—with a most praiseworthy lack of detail—a car with no gears, no clutch, and "no nothing," apparently, which did everything but talk. The impression left on a great many people's minds must be that we are on the eve of complete revolution in motor car manufacture, which, in turn, inevitably leads to a certain hesitation before purchasing any cars of normal type.

Now, a complete "revolution" in motor cars has been announced time after time, and there is nothing easier in the world than to take some relatively new device which may be both curious and promising, lose all sense of proportion, and proclaim the millennium. But whenever this happens it is curious that the ultimate result falls far short of expectations. Certainly, something usually appears with a fanfare of trumpets, and for a brief space there is what, in naval parlance, would be called a "buzz," but when the dust and shouting have died down the big firms are still manufacturing the same cars; the immense revolution prophesied has ended, like many prophecies, in smoke.

## Slow Improvement

Now, if one thing is more certain than another, it is that cars do not suddenly change their form, or any of their components, for something infinitely better in one fell swoop. The amount of time and trouble, investigation, trial, and test which is necessary before any new device can be adopted is unbelievable to all but those responsible for the evolution of the chassis. Hundreds of things come into it. A new component may be extremely good, but too expensive to use; a device that overcomes one difficulty may introduce ten others; and of the ten, one makes that device impossible.

A manufacturer who suddenly adopted a new device, however worthy that device, might upset the ordered scheme, of production throughout his works, and thereby lose great sums of money. New components, which behave in an exemplary fashion in the hands of their designers, of the works, testers, and of such friends of the manufacturer as can be trusted together extraordinary troubles when subject to the acid test of mass manufacture and trial in the hands of the average motorists. Always, all through motor car manufacture, it is necessary to improve chassis, but to do so with the utmost caution, lest one false step may bring ruin to the whole concern.

## Novelty Is No Marvel

That is why it is wrong instantly to acclaim a novelty as a marvel. People can be led astray for miles by the statement that a hitherto unheard of scheme has reached perfection, and, in the usual phrase of such things, is about to be adopted by great numbers of manufacturers. And how often that phrase has been used! How often a man comes to one or other of the many journals to show a new piece of mechanism, and to announce confidently that it has been taken up by great numbers of motor car firms!

In the matter of the gear change, this has happened more often than one can remember, and yet the ordinary gear box holds its own, and even to-day, when interest is concentrated on alternatives to the gear box, such alternatives as have passed strenuous tests are only adopted with commendable caution; that is to say, one or two models from the range produced are either fitted as standard with the alternative mechanism, or it is announced that such a mechanism can be fitted as an extra. Many of these new components are good; none of them will be adopted throughout the trade simultaneously; all of them have disadvantages as well as advantages, and for some years to come the sliding gear will hold its own.

## FUEL CONSUMPTION

For the fourth year in succession Fiat cars have won the annual fuel consumption trials organized by the Royal Automobile Club of Western Australia. The trials took place over the Perth—Caversham—Bullsbrook road and was won by Mr. A. J. Busola, with an average of 59.2 miles to the gallon. Second place, also on a Fiat, fell to Mr. C. Killington with 50.8 miles, while Mrs. E. M. Matthews was third on a Fiat with 49.2 miles.

## THE DUNLOP CUP 1928-9

Selected for the Final & Challenge Rounds for 1928 (in addition to 10 Davis Cup ties

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per Dozen.

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The DUNLOP BALL selected for the PROFESSIONAL CHAMPIONSHIP of FRANCE 1928 and 1929 won by Karel Kozeluh.

SPECIAL RATE TO CLUBS.

## TOURIST TRIAL

## Won By A Fiat 509

Among the various international reliability trials, the annual Tunis-Tripoli Grand Prix is certainly one of the most difficult and arduous. The total distance of 472 miles has to be covered in a single stage. This is severe enough in itself, but besides the length of the course there is a high average speed to be kept up according to the regulations. Further, all competing cars must be of strictly standard pattern such as figure in the manufacturer's catalogues of at least a year before the event.

In the fourth annual Trial, which was held on March 21st, the little model 509 FIAT scored a brilliant success. Driven by Mr. Curcure the little car won its class, for cars up 1,100 c.c., covering the 472 miles between Tunis and Tripoli in 11 hours and 41ft. 29in. at an actual average speed of 40.39 miles per hour.

This splendid test, which is of much greater value than a speed trial over a short course, clearly demonstrates the fine qualities of stamina and power possessed by the smallest of the Fiat range of cars.

## EXHAUST FUMES

## Beware of Danger of Carbon Monoxide

The dangers of carbon monoxide are appreciated by few motorists, despite the quite large number of deaths that have been caused by it. In each of these cases a motorist working on his car in his home garage suddenly collapsed, and later was found to have been poisoned by the fumes given off from the engine exhaust. Only recently a man was taken to the Adelaide Hospital suffering from poisoning by exhaust fumes.

In the open air these fumes luckily are harmless, but in a closed space such as a small garage, they become extremely dangerous to human life.

Few known poisons are as insidious as carbon monoxide. It is colourless, and having odour it fails to warn of its presence until the danger moment actually occurs.

The best way to avoid carbon monoxide in the home garage is to keep all the doors and windows wide open if you are going to run the engine. Secondly, never work under the car while the motor is in operation, for carbon monoxide, being heavier than air, keeps down close to the floor. In hot weather it is safer still to drag the car into the open before running the engine at all.

## Seeks World Record in South Africa



Captain Malcolm Campbell, famous automobile racer, shown with his little daughter, in his attack on the world's speed record at Cape Town, South Africa. Captain Campbell raced his "Bluebird" at Daytona in the same contest when Ray Ketch set the former record in the Triplex race in which Lee Bible was killed trying to better the record.



## ON TYRES

## Potential Mileage Wasted

The following is the second of a series of articles on the modern tyre, the first of which appeared in the "For Times".

There are many ways in which potential mileage can be wasted by the unthinking motorist. It may be safely assumed that today the pneumatic tyre is a thoroughly sound article. Probably in no industry have such great strides been made in improving manufacturing processes and in the acquiring of technical knowledge and skill, as in the Tyre Industry.

Years ago there is no doubt that many cars were under-tyred and even when the tyres were fully inflated they did not contain a sufficient volume of air to support the load. Tyre manufacturers have maintained close contact with car manufacturers and this contact has resulted in adequate sizes of tyres being fitted to the various car models as standard equipment.

## Inflation Pressure

We have said that the whole secret of successful performance in connection with pneumatic tyres is bound up with the question of inflation pressure. In every case there must be a sufficient quantity of air in the tyre to support the load and to provide reasonable shock absorption.

Although it is so obvious that pneumatic tyres depend for their satisfactory performance upon the air in them, it is still unfortunately true that this inflation question is sadly neglected by many motorists. The motoring community almost seems to adopt the attitude that the tyre manufacturer in reiterating advice as to inflation pressure is in some way making an excuse for his products. When one examines the question closely, it is evident that the tyre manufacturer must, in season and out of season, preach the doctrine of correct inflation pressure. Once his products get into the hands of the user, the potential mileage built into them can quite easily be reduced to a figure which suggests to the unthinking motorist that the tyre construction is weak or faulty. Everything is in the user's hands.

and it is very well worth while paying the necessary attention to the inflation question, because correctly inflated tyres do have a proper chance of rendering the mileage built into them by their makers.

## Test Pressures

There are certain specific forms of tyre failure which are almost wholly attributable to neglect of the inflation pressure question. These types of failure can be avoided if only the motorist will make a firm rule to test his tyre pressures frequently and regularly. Once a week should be sufficient in the ordinary way, and a prominent maker of inflation pressure gauges has adopted the slogan—

"Test your tyres every Friday." This is an admirable slogan and if the advice it gives was adopted by every motorist there would be far greater general satisfaction experienced with pneumatic tyre service. In connection with pressure testing it is important to remember that it is quite impossible to tell whether a tyre is under-inflated by its appearance. It is essential that a gauge is applied to the valve.

## Incorrect Inflation

Coming to the disastrous effects of incorrect inflation, it has been proved that the "casing" which is the very heart of a pneumatic tyre quickly becomes fatigued when there is excessive bending of the cord material on the shoulder. This excessive bending must always occur when there is lack of adequate air pressure and in time the "casing" will tend to break up at the point of flexing and the plies of material will separate one from another. The damage caused is frequently impossible to repair and the motorist will appreciate that through neglect of the air pressure question, a thoroughly sound tyre can be destroyed with very serious consequences to the tyre bill.

So much are tyre failures due to abuse by owners, that the various tyre firms have special examination and testing organisations, a part of whose duties it is to deliberately reproduce various forms of tyre abuse to prove their effects upon tyre life.

## The Tyre Tread

Apart from the damage which under-inflation must obviously inflict upon the tyre "casing," it has its effect also on the tyre tread.

## CHRYSLERS

## Notable Speed Triumphs

Chrysler cars have achieved notable triumphs in speed, durability and general performance contests in four foreign countries recently, according to reports received in Detroit from correspondents at the scenes.

Among them is the success scored by two Chrysler 72 roadsters in South America, one of which, piloted by Victor Fabin, competed in the Seventh International speed championship at Carrasco, Uruguay.

In the three-day International Reliability tour over a muddy course of 810 miles from Montevideo to Carrasco, two Chryslers were among the seven cars to finish out of thirteen entries. A 72 roadster, driven by Richardo Sanquetti and carrying three passengers, was first with by far the best score.

Another 72 roadster carried off the laurels at the Puebla races in Mexico.

Other foreign victories to the credit of the silver-wheeled Chryslers include two scored by A. H. Collier in Australia.

During the time these cars were winning new acclaim, a long 72 sedan was upholding the Chrysler traditions of speed, power, and endurance in a daring run up and down the length of Africa.

This may appear curious, but it should be explained that when the tread is insufficiently supported by air pressure and is "flabby," it tends to spread itself over the road and the constant scraping movement of the tread on the road leads to undue abrasion. This is a type of unnecessary wear directly attributable to under-inflation. The illustration reproduced shows a typical example of such wear and it is unnecessary to point out that by neglecting the inflation pressure question, a motorist is needlessly sacrificing a considerable amount of potential tread wear.

## RUBBER FOR CARS

## Interesting Markets Points

In a recent report Messrs. Baker, Morgan and Co., Kuala Lumpur, state:—

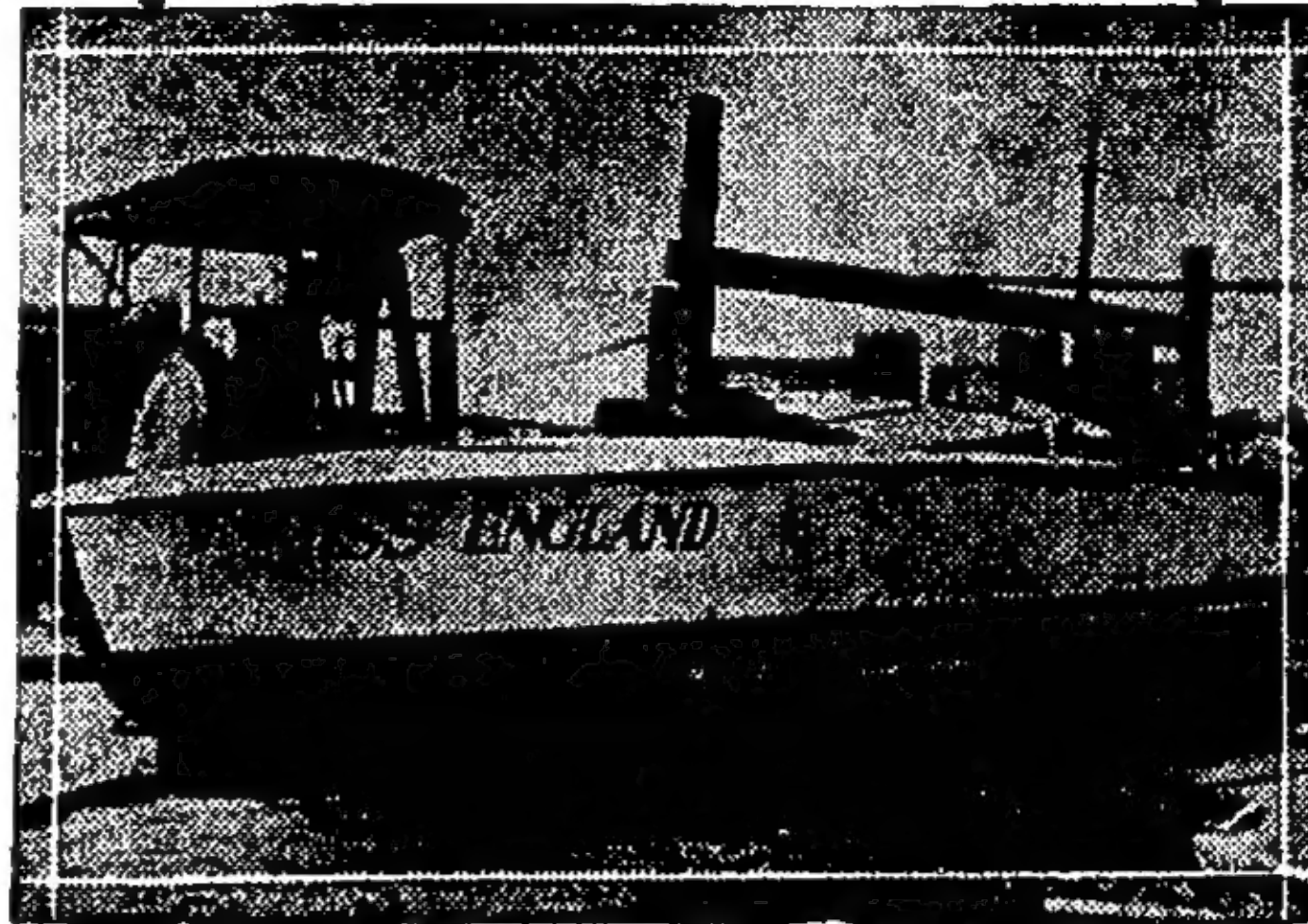
The Malayan shipments of rubber for March, amounting to 49,448 tons, caused a certain amount of depression in the markets, particularly New York, where, it appears, speculators were again showing "bullish" interest.

The publication of these figures however, without any indication as to the amount of "re-exports"

of cars back to the roads. Apart from the fact that there will be more cars in use than ever before it is probable that they will be used more often as, after the extreme cold recently experienced, a warmer spring, more attractive to motorists, may reasonably be anticipated.

## New Car Designs

Some little time ago we remarked on the prevailing tendency to design each new car to accelerate faster, maintain a higher average speed and stop in a relatively shorter distance than its predecessor. The first and second naturally make the third attribute a sine qua non unless the slogan of "safety first" is to be utterly



"Miss England," the superspeed 1,000 horsepower sea-sled, with which Major H. O. D. Segrave, of England, secured the title of the world's champion from Gar Wood, at Miami. The boat is powered with a Napier-Lion aeroplane engine.

included, cannot be regarded as other than most unsatisfactory. F.M.S. statistics are carefully and completely compiled and published regularly and we fail to see why the Straits Settlements should not also adopt a properly business-like attitude and publish all valuable data fully and promptly.

There is little doubt that the American rubber pool is, by its operations, depressing the market at present and in this connection it is interesting to note that Congressman Loringblack has protested on the grounds of the detrimental effect on small consumers and others.

The time is fast approaching when warmer weather in Europe and America will bring thousands

disregarded. It is obvious that rapid acceleration and retardation put great strain on tyres and cause considerable abrasion. Watch the tyre marks on a macadam road and the extra abrasive effect can easily be seen near crossings, etc., where cars may have to pull up suddenly.

Maintaining a high average speed causes, as every motorist knows, the generation of considerable heat in the tyres, which in turn gradually cause degeneration of the component materials, particularly the rubber. This becomes softer and so more susceptible to the ever present abrasive strains. That the average driving speed is increasing cannot be doubted—roads are springing up all over the world on which

vehicles are not allowed to travel under a certain fixed speed—and usually a high one. Notices are to be found—for example "slow down to 60 miles per hour"—in various places, which would have been regarded as misplaced sarcasm not long ago, but which undoubtedly go to prove that speeds are increasing; which means that more and more rubber must be used.

## Tyre Materials

It also means that the materials of which tyres are made must be of the best if good service is required. In this connection it is interesting to note that the percentage of reclaimed to crude rubber used in America in February of this year was 43.6 per cent. against 49.9 per cent. for the same month last year whilst, since January, 1928, the highest and lowest figures have been 52.9 per cent. and 36.2 per cent., respectively.

Tin has sagged steadily over the period under review, a contango account being maintained all along until close on Friday, when prices were £217 12s. 6d. for "spot" (down £2 17s. 6d.) and £217 7s. 6d. for three months delivery (down £4 10s.). The backwardation of 5s. now shown may indicate a turn and cable advices from London state that this is anticipated. The decline appears to have been chiefly in sympathy with other metals, but a better tone prevailed at the close.

## FORD'S INVASION OF FRANCE

The Ford Motors Co. of France has announced that it is increasing its capital stock by a considerable amount and plans an immediate programme of expansion. The increased capitalization scheme involves the sale of 52,000 additional shares in the company, a subsidiary of the Ford motors organization of the United States, at 100 francs each. Paris dispatches on April 23, outlining the company's expansion programme, indicated that a majority of the new shares are expected to be taken up by French buyers.

## Increase Long Haul

The effect of the automobile on rail traffic in Canada has been that long haul traffic has increased while short haul traffic has decreased, says the passenger traffic office of the Canadian National Railways.

## COLOUR-BLIND MEN

## "25 Per Cent. Cannot See Red"

The value of light signals to regulate road traffic was discussed at the Transport Commission's meeting, when Mr. Mervyn O'Gorman, vice-president of the Royal Automobile Club, declared that the employment of red lights was almost useless, as 25 per cent. of the male population was practically or totally colour blind.

The use of the red light in connection with motor-cars should be abolished. It was an inheritance from the railway companies.

It was preferable to signal by means of "form or shape rather than by colour. If the triangle was a danger sign there was no need for it to be red.

The chairman, Sir A. Griffiths Boscawen, asked Mr. O'Gorman why he referred to male motorists only.

"Because," he replied amid laughter, "no woman is colour blind. Colour blindness is a thing the female sex can transmit, but does not suffer from itself."

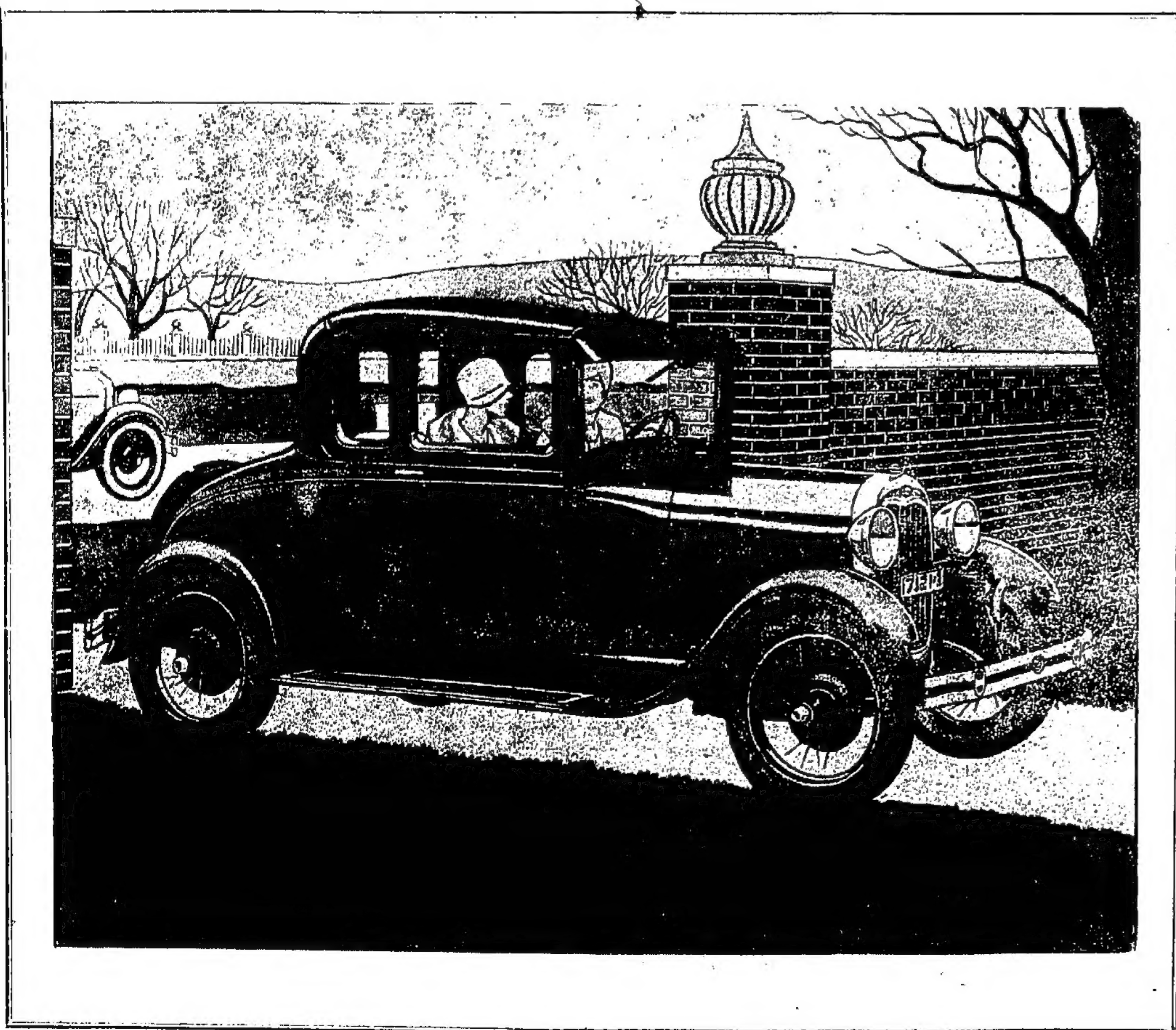
## FATAL WARNING

## Should One Sound His Horn

A difficulty which troubles many motorists was discussed at an inquest recently when it was said that a woman who was killed by a car while crossing the road would have reached safety if the driver had not sounded his horn. As the coroner truly remarked, a motorist generally has it in mind that if there is trouble the first question that will be asked of him will be, "Did you sound your horn?"

All the same it is well to remember that the strident blast will very likely have the effect of pulling the pedestrian up short or of causing him or her to beat a sudden retreat. It is a difficult question, and reminds me of the dilemma of the Victorian domestic: "If I says, 'but I thought ....' she says 'Well, you didn't ought to think,' and if I says 'I didn't think ....' she says 'but you ought to have thought,' so where am I?"—"M. Post."

## THE NEW FORD STANDARD COUPE



Ford

THE new Ford Coupe is an all-weather car for personal use, with a particular appeal for young women and men who enjoy driving their own cars.

The Coupe is quick in traffic, and its low, trim lines reflect its speed on the open road. The all-enclosed 6-unit brake system and Houdaille hydraulic shock absorbers make driving both safe and comfortable.

Drive a Ford Coupe to speed up your business and make your clubs, golf, tennis or riding more accessible.

Arrange with our dealer to-day for a demonstration ride.

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Business Coupe H.K.\$1,845.

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SHANGHAI

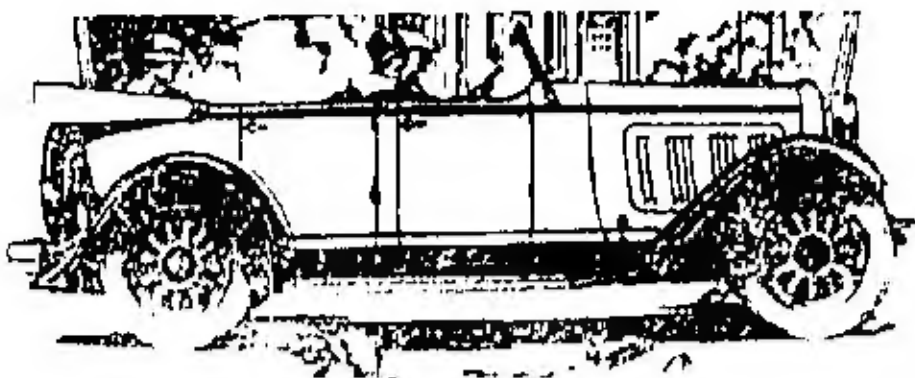


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## RECORD SPEEDS

## Some Interesting Comparisons

## CARS, PLANES, TRAINS, CYCLES

Comparative speeds always form a rather fascinating subject, particularly if the figures are recorded officially beyond the highest average attained over a set distance by any machine, or, for the matter of that, by any man (says the "Auto-car" in mail week).

## No Common Formula

Unfortunately, it is extraordinarily difficult to reduce all the results to a common formula. The methods of timing and the means for ensuring accuracy in some sections of sport seem to be very much stricter than in others, and there is no central body to collect and classify the various times and speeds.

At the moment, of course, the aeroplane holds pride of place as regards maximum mechanical speed, which, taking into consideration the fact that an air course can be found anywhere—on unhindered ground at that—is only to be expected. The recorded speed most accurately measured over a stretch traversed a number of times by the aeroplane, in order to obtain the true average, is 318.18 m.p.h., credited to Major Bernhardt with a Fiat-engined seaplane built for the Schneider Cup. He was said to have attained 342 m.p.h. on one run. This record will, it is hoped, be beaten before long by a British seaplane, and undoubtedly 400 m.p.h. will be reached in the course of the next few years.

## Notable Land Record

On land a series of exciting contests has brought the speed up to 207.55 m.p.h., a very notable

of the car. On the other hand, the Road Records Association has an official record of 50 miles at just under 25 miles per hour, which is really marvellous considering the circumstances. W. C. Hanson was timed this year on the Herne Hill track for flying mile, at 41.47 m.p.h. Man alone, without a machine, has covered 100 yards in 9.5 seconds, in America, which equals 21.55 m.p.h., and in the water, J. Weismuller swam 100 yards in 52 sec., approximately at 4 m.p.h., that is.

Horse racing is not timed officially, but one of the Derby winners averaged 34.95 m.p.h., which is a pretty good speed for 1½ miles, while the trotting horses reach very nearly 30 m.p.h.

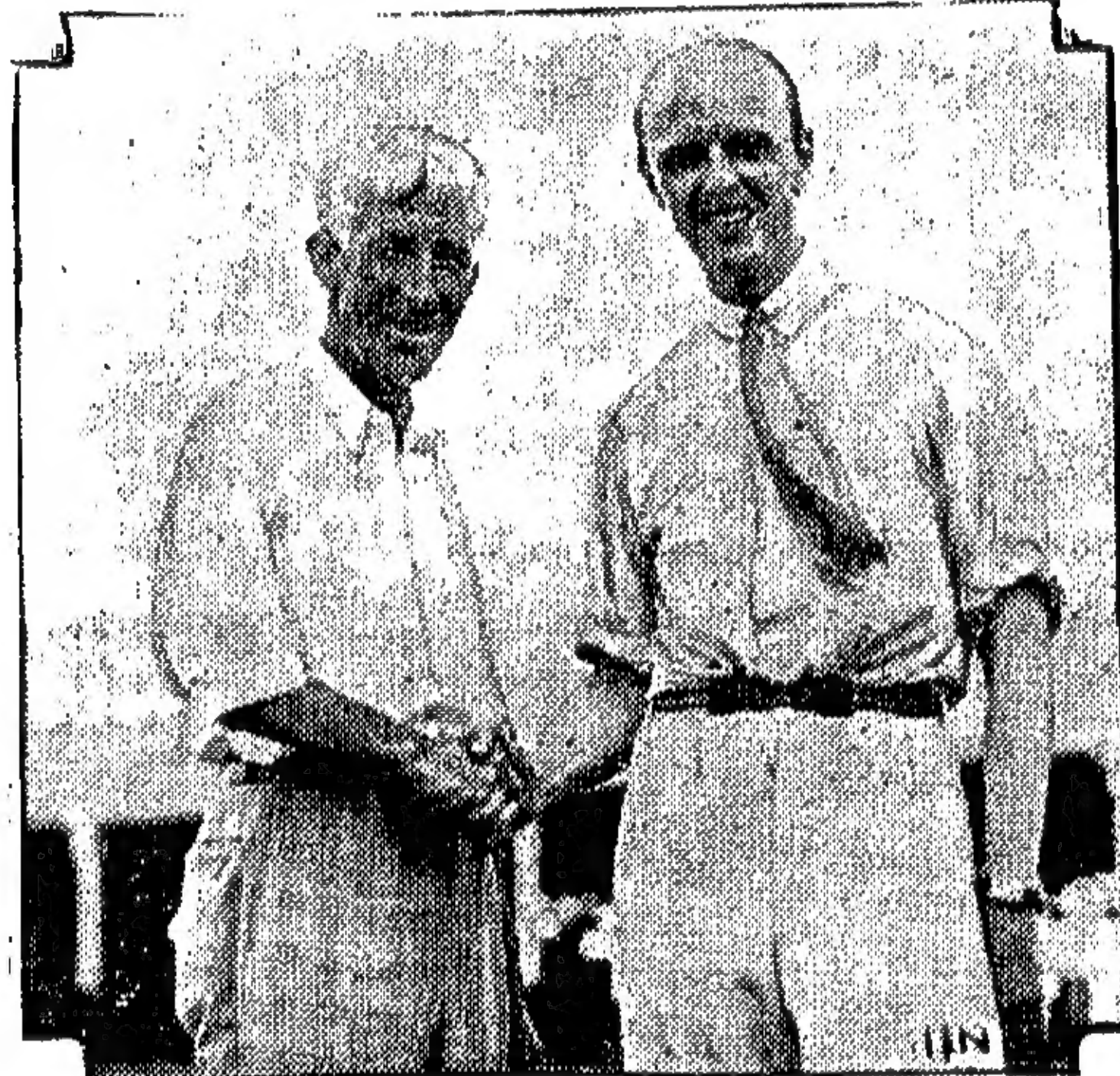
Greyhounds, covering a 250-yard course, have been known to average 36.66 m.p.h. after an electric hare, and as time goes on will probably reach 40 m.p.h.

## Timing Birds in Flight

Quite the hardest of all creatures to time is a bird, the difficulty of persuading a bird to do its best over a measured distance being obvious. If the time be taken when a certain type of bird passes a given spot there is no accurate means of telling that it is the same bird which passes another point some time afterwards. The following figures are given merely for the sake of their interest, and just to show what people think about birds' speeds.

Gatke, a bird-watcher of Heligoland, made the startling assertion some time ago that a crow had covered 360 miles at 120 m.p.h., which led to a considerable amount of ribald criticism, along with the statement that plovers could fly at 240 m.p.h. That a homing pigeon can average over 30 m.p.h. for long distances, and maintain a matter of 55 m.p.h. for a few hours seems more reasonable, while certain falcons' alleged averages

## Speedboat Rivals



Gar Wood, left, and Major Segrave, holder of world's auto speed record, were perfectly frank with each other in their efforts to drive their speedboats to new records at Miami. "Miss England," the specially built boat which Segrave brought from England, was successful.

performance, considering that this was an average of runs first in one direction and then in the other along the mile course on Daytona Beach, by Ray Keech, with a chassis having three twelve-cylinder Liberty engines, developing considerably greater horsepower than the seaplane just mentioned.

It must be remembered that the great trouble facing drivers who attempt this record is that no really suitable course is available. In the case both of the seaplane and of the land machine the line marking the beginning of the measured distance was crossed at full speed. With the aeroplane a certain height has to be maintained during the record attempt, an instrument being carried to ensure that this regulation is enforced.

## Astounding Performance

O. M. Baldwin, on a two-cylinder Zenith Jap, of 966 c.c., holds the motor cycle record with a speed of 124.62 m.p.h., which is the average of runs in two directions over a kilometre, and is a really astounding performance in view of the size of the engine.

In motor boating, Miss America VII, with two 1,100 h.p. Packard engines, averaged 92.838 m.p.h. in six runs over a nautical mile.

The G.W.R. engine, No. 3,065, on the Bristol-Paddington route, via Bath, attained a maximum of 91.8 m.p.h. in ordinary service; and the same company's locomotive, City of Truro, went up to 102.3 m.p.h. on a slight down grade.

The railway company's engineers, however, are not able to develop speed, because, for one thing, the track is unsuitable, and the engines cannot run economically at a very high pace, apart from the question of the passengers' feelings.

## Extraordinarily Interesting

It is when one comes to bicycles propelled by human beings that the records become extraordinarily interesting, for, incredible as it may seem, Vanderstuyt covered 76 miles 505 yards in one hour on Monthery track, being, however, paced by a car in such fashion that the performance, strictly speaking, is artificial, the cyclist being "towed" by the back-wheel

of 40 to 48 m.p.h. are not altogether outside the bounds of ordinary probabilities.

If a bird be difficult to time, how much more so is a fly, yet there are people who confidently assert that an extraordinary insect called a cephenomyia, no bigger than a humble bee, travels at 815 m.p.h., or at about half the speed of a rifle bullet. This raises the prospect of the insect's "flying-inch" record being rather sensational since some of the competitors would probably catch fire! Certainly the dragon fly's power of acceleration is terrific, but the suggestion of the comic insect travelling at over 300 m.p.h. takes so much believing that it is not a practical proposition.

## GREAT ADVANCE

## In "Finger-Tip Control"

The employment of the new "Finger-Tip Control" on the new Whippet Fours and Sixes and the Willys-Knight Sixes, products of the Willys-Overland Company, is declared by experts to be the greatest single advancement in driving convenience since the self-starter.

Perfecting following many months of experimental research work; the development of the "Finger-Tip Control" represents another fundamental engineering achievement for the Toledo manufacturer. The development of this feature places at the fingers of the driver complete control of starting the motor, operating the lighting system and sounding the horn without moving the hands from the steering wheel.

The "Finger-Tip Control" is actuated at a knob or button in the centre of the steering wheel. By merely pulling up on this knob, it engages the starting switch so that it is no longer necessary for the driver to grope with his foot in the front compartment, to dodge accelerator pedal, gear shift lever, and sometimes scratch shoes and stockings in an effort to find the starting button.

Get behind the wheel  
and Get the facts!

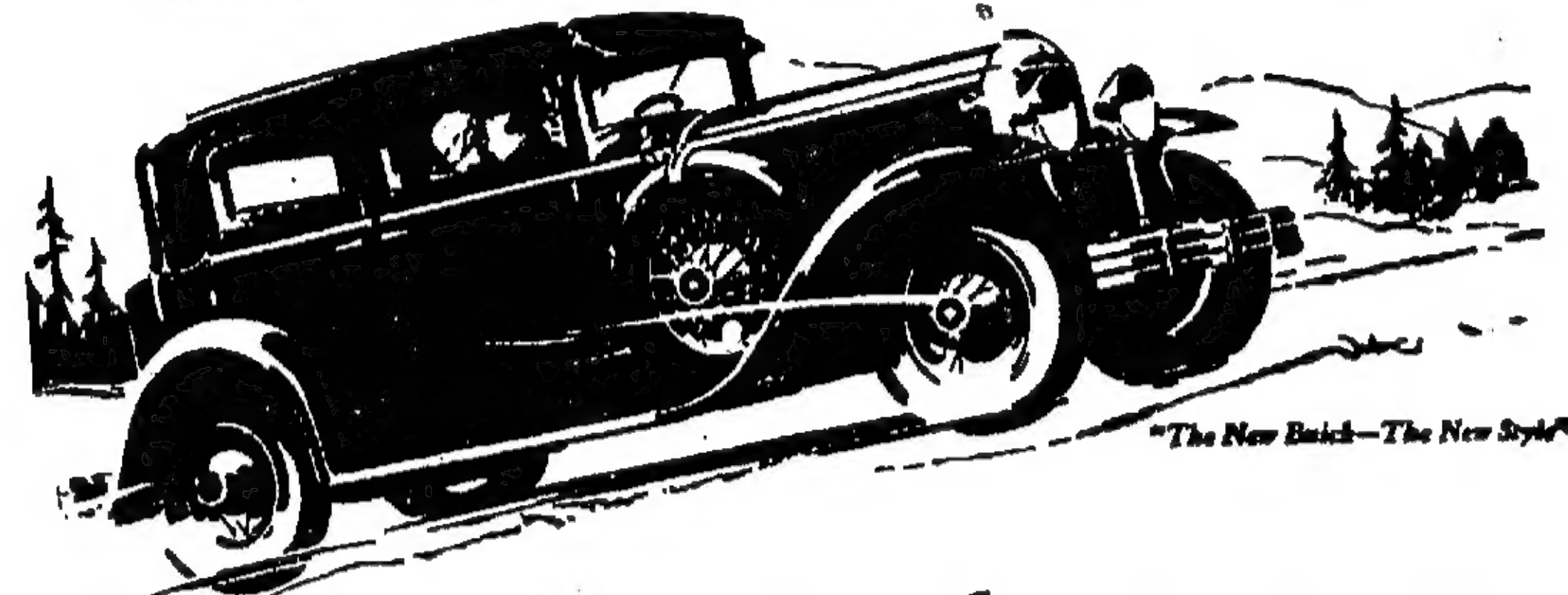
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

## Old Method Inconvenient

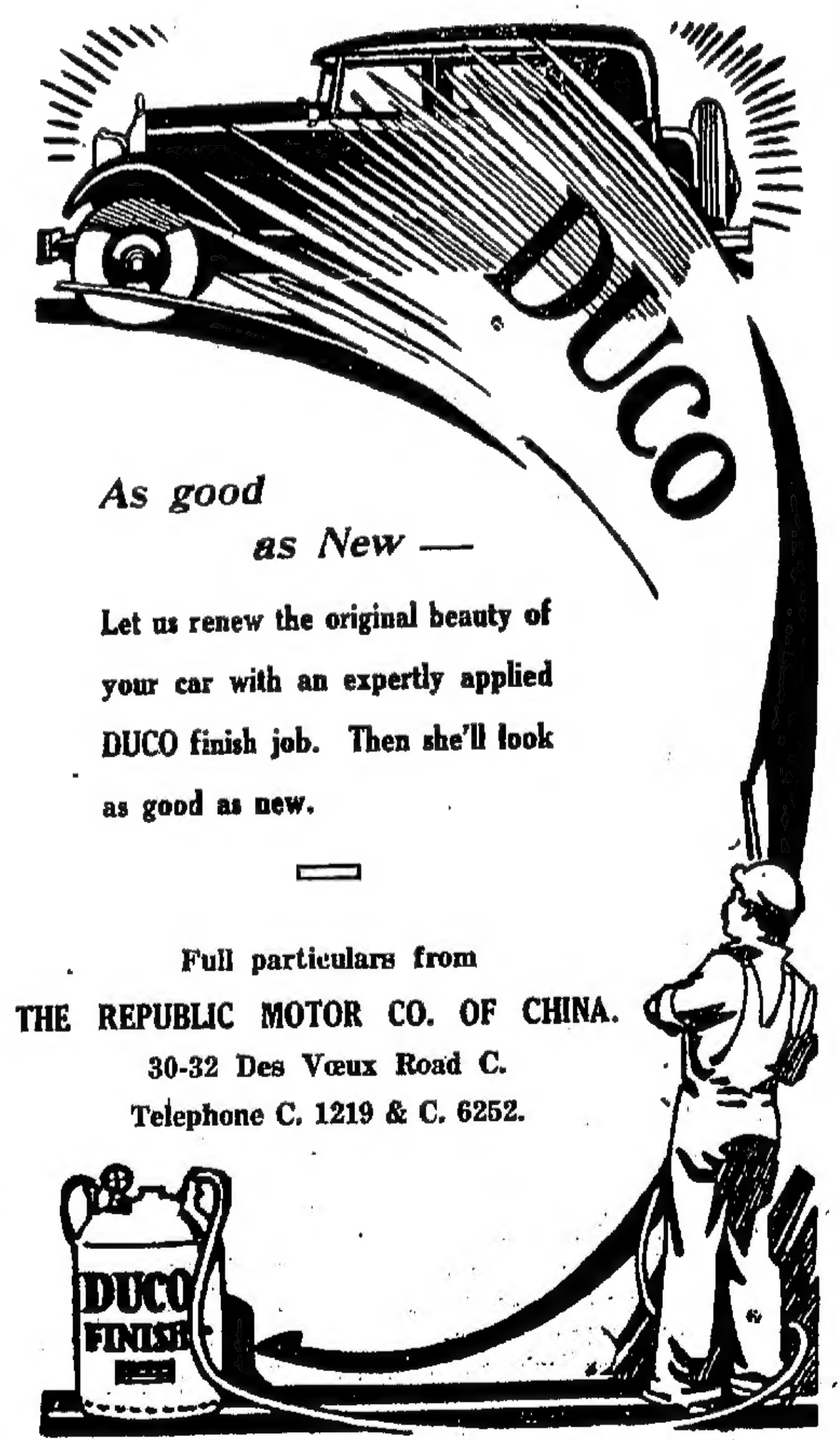
The old method was not only inconvenient but lacked certain elements of safety which are assured through the "Finger-Tip Control" system. An example of this is illustrated when a motor stalls on a hill. Under the old system, it was necessary for the driver to use his emergency brake while he reached forward to the toe board with his right foot for the starter button. With the new system, the driver merely uses his foot brake to hold the car, pulls up on the "Finger-Tip Control" button, which starts his engine, shifts his car into gear and proceeds on his way. Under this system, there is no necessity for that rapid transfer of the right foot from brake pedal to starter, and possibly back again, a situation that in moments of emergency frequently resulted in discomfort and sometimes in disaster.

## Another Safety Factor

In addition to the convenience of the "Finger-Tip Control" starter found in the centre of the steering wheel, an additional safety factor is found in the control of the lighting system by the same button, through a slight rotary movement. This rotary movement causes various contacts to be made in the switch so that the lights are either off, in parking position, in dim position, or in bright position. The distinct safety factor of this is seen in the driver absolutely controlling his lights at his finger tips without having to reach to the dash panel for changing the rays. The driver may be using his bright lights and when signalled for to change to dim lights, performs the operation conveniently, in the fraction of a second, without changing his driving position. As soon as he passes the oncoming car, he merely switches the button back to "bright" by turning the button at his finger tip. The horn is likewise operated on this same button by merely pressing it downward when necessary. These three factors give additional safety to the driver as well as being a marked convenience which sets a new high standard in the automobile field.

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## SCOPE FOR BUS-OPERATING ENGINEERS

A feature of the passenger side of the road transport industry is the growing size of the concerns engaged in it. This involves the employment of responsible men of a highly trained type, capable of directing to the utmost advantage the services of many hundreds of men of diverse trades, mentalities and abilities. Owing to the technical nature of the work, says "The Commercial Motor," the engineer is obviously the man upon whom falls the mantle of controllership. Whilst it may be pointed out that the smaller the number of operating

concerns the fewer the principals required, it must not be overlooked that many more assistants of a skilled type will be required than could economically be employed by a greater number of smaller and less well-organized concerns covering the same area.

Thus the opportunities for fully qualified bus-operating engineers are well worth studying by young men with mechanical inclinations and a realization that purely theoretical and technical considerations must be subservient to commercial expediency. The successful man must be a combination of automobile engineer, lawyer, accountant, diplomat and financier.

## BUYERS' GUIDE

## MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.  
BEAN.—Lane, Crawford, Ltd.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.  
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.  
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
CLYNO.—Lane, Crawford, Ltd.  
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.  
FORD.—Wallace Harper & Co., Ltd.  
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.  
HILLMAN.—Lane, Crawford, Ltd.  
HUMBER.—Lane, Crawford, Ltd.  
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PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PONTIAC.—Lane, Crawford, Ltd.  
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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.  
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

## MOTOR TRUCKS AND TRACTORS.

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BEAN.—Lane, Crawford, Ltd.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.  
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.  
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FORD TRUCK.—Wallace Harper & Co., Ltd.  
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.  
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GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.  
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.  
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

## MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.  
HARLEY-DAVIDSON.—Gascorn Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.  
HUMBER.—Lane, Crawford, Ltd.  
MONNET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.  
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## TYRES AND ACCESSORIES.

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ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.  
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# Hongkong Sunday Herald.

號二十月五年九十二百九千一英 HONG KONG, SUNDAY, MAY 12, 1929. 四初月肆巳己國民華中

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## MACAO NEWS

### Water Supply Problem

TENDERER FORMING CO.

Macao, May 7.  
The supply of potable water for the people residing within the city of Macao has been a problem that has occupied the attention of the government for many years. Macao is devoid of high hills and such of the hills as may be found in the peninsula are generally built over to such an extent as to render impossible any scheme of works to gather potable water.  
In the early days, when the population never exceeded twenty thousand souls, the water derived from natural springs, supplemented by well water, was ample for the city requirements, but with the gradual increase of the Chinese population the supply fell short of the demand and Macao had to have recourse to other sources. Lappa Island, across the Inner Harbour of Macao, possesses an abundant supply of such water, and for many years has furnished an added quota to Macao's needs.

**Population Increasing**  
Since the year 1910 the population has, however, increased by leaps and bounds, and the authorities set about tapping all their untapped supplies, and embarked upon a series of tests including extensive drilling in various parts of the peninsula and the construction of a catchwater system at Guia hill as well as the building of a reservoir and filter beds and the installation of pumps in deep wells. Many new sources were thus reached, but the supply was still much less than the needs of the colony demanded.

**Drilling to Begin**  
The Government received last year a number of applications for the concession of the franchise for the supply of potable water throughout the peninsula, and the matter was referred to the Macao Municipal Council. Sealed tenders were invited by that body, and the tenderer who undertook to supply water at the lowest rate was adjudged the successful bidder. Nearly a year has now elapsed since then and it is reported that work is likely to begin on drilling to considerable depths of even two or three thousand feet, at no distant date. The tenderer has formed a company and has invited capital, principally in the Hawaiian Islands and San Francisco, for the exploitation of this business.

Macao has, of late, suffered greatly from the shortage of potable water due to the recent prolonged drought. Chung Shan district has likewise suffered from lack of water so that the farmers are, in places, faced with the prospect of ruined crops in some cases, and losing the opportunity of sowing in other. This stands out in sharp contrast with conditions up-country, where it is reported that there have been heavy rains and that the rivers are in flood.

**Sewerage Improvements**  
At the northern bend of Praia Grande Bay work has commenced with the extension of the nullah that empties itself into this particular spot. Owing to continuous silting and the position of the nullah, the area close to the place has been troubled for some time past, at low tides, by the unpleasant odours emanating from the accumulated mud.

The Macao authorities have, in consequence, undertaken to extend the nullah many hundreds of feet out into the old harbour channel where the prevailing tides will at all times be able to sweep away the discharge of the sewer.

The present work consists of cutting away into the mud-bed of a ditch into which will be placed the reinforced concrete piping in continuation of the sewer where it opens into the bay. Other works are also planned in this part of the colony, but will not be put in hand until the present extensions are completed.

### Motor Car Business

A feature of business at Macao at the present time is the expansion of the motor car trade. The number of cars in use is already reaching the limit of the colony's requirements, but with the steady advance of the Macao-Shekki highway there is a growing need for cars that issue from Macao into Chun Shan. The models in use now are very much better than those in previous years, and a noticeable improvement is the establishment of more business-like garages and service stations.  
It is stated that negotiations are proceeding for the establishment of service stations at different points

## FOR CHARITY

### International Dances Display Finance

TOTAL OF \$1,198.08

From Mr. Ho Leung, the hon. treasurer of the International Dance Committee, of which Mrs. W. T. Southern was the Chairman, we have received the following statement of account showing how the net proceeds of the sale of tickets for the International Dances Festival at the Club de Recreio, Kowloon, have been distributed to various deserving charitable organisations at Hong Kong and Macao.

By sale of tickets per  
Mr. Creasy \$ 61.00  
Mrs. Fung Kung-ung 90.00  
Hon. Mr. J. P. Braga 58.00  
Mr. Kitayama 149.00  
Mrs. Ho Leung 228.00  
Net amount received from Club de Recreio 268.45  
Sale of tickets per  
Messrs. Moutrie 322.00  
Donation from  
Don Mario 10.00  
Mrs. Parker 5.00  
Mrs. Tracey 2.65

By Sang Lee 200.00  
Li Kam 1.50  
Sit Wing-sing 13.13  
Tsang Fook 12.00  
Sing Fook & Co. 27.25  
Coolie hire 2.80  
Refreshments for workmen 2.50  
Gratuities 20.50  
Presentation of Album to Mme. Tamagnini 18.90  
Donation to  
Macao charities cheque to Me. Tamagnini 400.00  
French Convent 50.00  
American Emergency (Relief) Fund 50.00  
Italian Convent 50.00  
Charity Section of Japanese Residents' Assn. 50.00  
Mohammedan Hostel 25.00  
Sikh Temple 25.00  
H.K. Benevolent Society 50.00  
Tung Wah Hospital 50.00  
Society of St. Vincent de Paul 50.00  
North & South Holland Life Saving Society 50.00  
Hilleshorn Mission Blind Home at Kowloon 50.00  
\$1,198.08

## NOTABLE VISITORS

### Maor and Mrs. Lloyd G. George Due To-day

EX-PREMIER'S ELDEST SON

Major Lloyd Gwynall George, accompanied by his wife, will arrive at Hong Kong by N.Y.K. steamer "Kashima Maru" this morning about 10 o'clock.

Major Lloyd George is the eldest son of the Rt. Hon. David Lloyd George, and a graduate of Cambridge. He is, like his father, a member of the Liberal Party. He was elected to Parliament seven years ago. Major and Mrs. Lloyd G. George will spend about two weeks in Japan thence proceeding to San Francisco by s.s. "Taiyo Maru," sailing from Yokohama on June 8. They will stay about 20 days in America and will return to England by s.s. "Duchess of Richmond" on July 12 from Montreal.

Besides those notable passengers, there are also on board the "Kashima Maru" Mr. and Mrs. Case, Mrs. E. Hayes, Miss M. H. Hayes, Mr. C. B. Hayes, Mr. and Mrs. H. G. Kribs, Mr. F. B. Kribs and Mr. A. O. Olsen, disembarking at Hong Kong.

According to a report to the St. John Ambulance Brigade Overseas Ng Kin, of 45, Graham-street, was on the 1st inst. successfully attended by two members of the Brigade, when he was discovered unconscious and suffering from opium poisoning.

on the new highway to Shekki, and by reason of the steadily increasing length of the road these will fill a much needed want, but it is not expected that traffic will be heavy enough to make the business pay until the road has reached Shekki city, when communication between Macao and Shekki will be much better than prevails at the present time. Shekki will be brought into much closer touch with the world, and an era of prosperity is predicted for the district of Chun Shan.—Communicated.

## VARIETY CONCERT

### H.M.S. "Stormcloud's" Choristers

CHEER 'O ENTERTAINMENT

There was a large audience at the Cheer 'O (Y.M.C.A.) quarters on Friday night, and the programme submitted by the "Stormcloud's" Choristers (present by kind permission of Lieut. Commander H. F. Wright, R.N.) was heartily enjoyed. Mr. W. L. Pattenden, Chairman of the Y.M.C.A. Committee, presided.

The programme was as follows:—

1. Opening Chorus, "Someone's got to Sing," The Company.
2. Song, "Tavistock Fair," E.R.A. Body.
3. Duet, (Welsh), "T. Delyn Aur," A.B. Jones & St. Davis.
- Humorous Sketch  
4. Scene, "In Jones's Flat," Mr. Jones, (The Husband), Lt. Cdr. H. F. Wright, Mrs. Jones (His Wife), Ldg. Sea. Ryan, Mr. Brown (A Boarder), Sub. Lt. Norfolk, Griggs (The Butler), Ldg. Sea. Diable.
5. Duet, "Down by the Cane Brake," A.B.s. Wright & Jones.
6. Sailor's Hornpipe, A. B. Pedder.
7. Song, "The Trumpeter," S.P.O. Ryder.
8. Quartette, "The Lost Chord," Lt. Cdr. H. F. Wright, Sub. Lt. Norfolk, A. B. Jones & St. Davis.
9. Monologue, "The Whitest Man I Know," A. B. Williams.
10. Hallelujah, (Concerted), The Company.
11. Song, (Concerted), "Roll Away Clouds," The Company.
12. Song, "In Other Words," Ldg. Sea. Diable.
- "The Love Test"  
13. Sketch, "The Love Test," Mr. Lovelorn, (The Husband), Lt. Cdr. H. F. Wright, Mrs. Lovelorn, (The Wife), Ldg. Sea. Ryan, A. B. Jones, Sub. Lt. Norfolk, A. B. Wright.
14. Duet, "Why put a Tax on the Beautiful Girls," A. B. Home & Keating, Ldg. Sea. Ryan & A. B. Williams.
15. Sword Swinging, A. B. Weeks.
16. Song, "Romona," Sub. Lt. Norfolk.
17. Sketch, "Operation" (Surgical), (1st Surgeon) A. B. Howe, (2nd Surgeon) A. B. Keating, (3rd Surgeon) Ldg. Sea. Diable, (Patient) A. B. Dobson.
18. Part Song, "Any Old Thing," (Four Black Crooks), A. B. Wright, A. B. Furlonger, A. B. Keating, A. B. Dobson, A. B. Howe.
19. Maori Dance, A. B. Weeks, Keating, A. B. Howe, Dobson, Luther, A. B. Furlonger and K. E. Viscount.
20. Duet, "Tondles & Rooty," Lt. Cdr. H. F. Wright, Sub. Lt. Norfolk.
21. Goodnight (Concerted), The Company.

## APRIL'S SUNSHINE

### What Official Records Reveal

POOR RAIN FALL

Interesting extracts of meteorological observations made at the Royal Observatory during the month of April, are to hand, and show that in all 171.9 hours of sunshine were experienced with the greatest amount being recorded from the 13th to the 16th, i.e., 10.9, 11.3, 11.4, 11.0 respectively.

The highest temperature recorded for a single day was on the 20th, when the thermometer read 88.2, although there was only approximately nine hours of sunshine. The coolest day was on the (18th) when the minimum temperature read 61.5.

The mean temperature recorded for the whole month was 71.2, the average maximum temperature being 76.5, and the minimum 67.8.

The total rainfall recorded was 1.540 inches which amount was contributed on only seven days. The most rain registered toward the last week of the month (23rd to 30th) when 1.225 inches fell. The greatest amount recorded in one day was 0.685 on the 29th, while the least that fell was on the 23rd (0.010).

The following tabulated form shows the amount of rain as recorded in various parts of the Colony:

Place	Amount
Botanical Gardens	1.22 in. for 8 days.
Matilda Hospital	

(Continued at foot of next column.)

## BRITISH POLITICS

### Mr. Lloyd George's Challenge

PREMIER'S REPLY

### Question As To Choice Of Prime Minister

London, Yesterday.

Mr. Baldwin, in opening the Conservative campaign at the Albert Hall, replied to Mr. Lloyd George's challenge. He quoted Parliamentary authorities and emphasised the Crown's discretion in the choice of a Prime Minister. Therefore, (he further observed) Mr. Lloyd George's question did not arise.

[The following telegram from London, dated April 27, explains the above:—

A direct challenge to Mr. Baldwin to say whether, if the Government were defeated, he would advise the King to establish a Socialist administration, was made by Mr. Lloyd George yesterday. Speaking at Milford Haven, he said he believed that a Government defeat was inevitable. If the Socialists were not in the majority

	degrees
Temperature 6 a.m., yesterday	77
Temperature, 2 p.m., yesterday	77
Humidity, 6 a.m., yesterday	83
Humidity, 2 p.m., yesterday	87

—which they certainly would not be—it depended entirely upon Mr. Baldwin himself as to whether under those conditions the Socialists would be called on to form a government.

If Mr. Baldwin advised that a Socialist Premier should be his successor the Liberals would neither countenance nor encourage the idea. If looked as if Mr. Baldwin had already made up his mind to do it, and he ought to say distinctly before the General Election what he meant to do.

Mr. Baldwin was not entitled to say to the electors, "If you won't have me I will see that you have to put up with the Socialists."

### A Government White Paper

The Government have issued a memorandum on unemployment in the form of a "White Paper" in reply to the Liberal pamphlet expounded by Mr. Lloyd George.

It consists of a general statement in which the Minister of Labour says the Liberal programme would simply create a problem of demobilisation when carried out, and is of opinion that it is impracticable and based upon a misunderstanding of the employment problem. The Ministers of Transport and Health, the Postmaster-General and the Chancellor of the Exchequer contribute memoranda dealing with their own spheres.—Reuter.

**WHEN YOU ARE ON LEAVE**  
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1.05 in. for 8 days.  
Royal H. K. Golf Club 1.68 in. on 11 days.  
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The lowest reading of the barometer (M.S.L.) was 29.759 in. on the 30th.  
The maximum squall velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 45 miles per hour on the 30th.

## SANITARY BOARD

### Agenda For The Next Meeting

ORDERS OF THE DAY

The Sanitary Board's usual fortnightly meeting will be held on Tuesday. The following is the agenda:—

Letters from Government relative to the erection of four European and one native type water closets and also of one native type water closet at Victoria Road on Rural Building Lot No. 217.

Letter from Government relative to the erection of two additional European water closets at No. 303 Kowloon Tong on New Kowloon Inland Lot No. 923.

Letter from Government relative to the erection of one additional European water closet at "The Falks" on Rural Building Lot No. 28 The Peak.

Letter from Government relative to the erection of ten European water closets at Morrison Hill Road on Inland Lot No. 2762.

Letter from Government relative to the erection of sixteen European water closets on Inland Lot No. 692 sections F and G, High Street.

Letter from Government relative to the erection of eight European water closets on Inland Lot No. 694 section E, High Street.

Letter from Government relative to the erection of fourteen additional European water closets at No. 13 Queen's Road Central, St. Francis Hotel on Marine Lot No. 2 second B.

Letter from Government relative to the erection of five urinals at No. 21 Praya East on Marine Lot No. 295.

Letter from Government relative to the erection of one urinal at No. 43 New Market Street on Marine Lot No. 515.

Report of the Committee appointed to consider the proposed changes in the Estimates of the Sanitary Department for 1930.

Plan for the proposed market at Kowloon Tong.

Application for an offensive trade licence at No. 14 Hau Wo Street, ground floor.

Application for an offensive trade licence at No. 161 Wuhu Street, ground floor.

Report from the Government Bacteriologist on the Peak, Eastern, Albany, Bowen Road, Elliott, West Point, Aberdeen, Shaikwan, Chai Wan, and Kowloon water supplies for the month of April, and on the Peak, Eastern, Albany, Bowen Road, Shaikwan, Chai Wan and Kowloon water supplies for the month of May, 1929.

Health Bulletin of Eastern Ports from the Honourable Director of Medical and Sanitary Services for the weeks ending April 20 and 27, 1929.

Health Return from the League of Nations, Eastern Bureau for the weeks ending April 6 and 13, 1929.

Record of Infectious Diseases from Ministry of Health for the weeks ending March 6 and 13, 1929.

Cattle and Swine Returns for the month of April, 1929.

Limewashing Return for the fortnight ending April 27, 1929.

Rat Return for the weeks ending April 20 and 27, 1929.

## SIR B. ALSTON

### Resigns His Post in Brazil

FORMERLY AT PEKING

London, Yesterday.  
The "Daily Express" understands that Sir Beilby Alston, ex-Minister of Peking, has resigned his post of British Ambassador to Brazil.—Reuter.

[Sir Beilby Alston, K.C.M.G., was British Minister at Peking some five years ago. His health was unsatisfactory and he exchanged posts with Sir Ronald Macleavy, K.C.M.G.]

## BUBONIC PLAGUE

### Second Case on the "Sumatra Maru"

AUTHORITIES CONCERNED

Osaka, Yesterday.  
Another case of bubonic plague has been discovered at Kobe among the crew of the "Sumatra Maru," following the one which proved fatal on Sunday at Osaka. The authorities are much exercised in view of the forthcoming visit of the Duke of Gloucester and the Emperor.—Reuter.

## H.K. VOLUNTEERS

### Annual Presentation of Prizes

"STEAK AND KIDNEY" DINNER

The annual presentation of prizes of the Hong Kong Volunteer Defence Corps was this year made the occasion for a "Steak-and-Kidney" pudding dinner, and some three hundred turned up at Volunteer Headquarters on Friday to enjoy a most convivial evening. The Corps Band, under the baton of Bandmaster Rodrigues, rendered selections during the dinner, following which a very successful concert was held, the artists being Sgt. Richards, Messrs. True and Olive, Pipe-Major Mackie, Piper Wilson, and the ever popular "Aloha Serenaders."

The Commandant, Lieut.-Colonel Bird, D.S.O., O.B.E., in introducing Major-General Sandilands, C.B., C.M.G., D.S.O., who had kindly consented to present the various trophies, remarked that H.E. the G.O.C. had commanded a Territorial Brigade at Home and so was fully alive to the difficulties encountered by Volunteer units.

### G.O.C.'S Address

The G.O.C. was greeted with acclamation and made the following address:—

"It is a great pleasure to me to find myself here to-night and thus get an opportunity of meeting you at close quarters. It really is not my fault that I have not done so before; as most of you know, I command the whole of our troops in China and this necessitates my going away from Hong Kong from time to time. Unfortunately, I was in Shanghai at the time of your Rifle Meeting at Stonecutters otherwise I would have been there with-out fail. After the King's Birthday Parade I shall again have to go away for about two months but I hope I shall be in Hong Kong during the whole of next winter and that will give me an opportunity of getting to know you all much better.

Now, what has been a source of anxiety to Command Headquarters, and also to myself, is the fact that we think there ought to be more men in this Defence Corps than there are; whether we are right or not it is difficult for me to say. It seems to me that in a Colony like Hong Kong there must be more than five or six hundred men. A thing which has been a great surprise to me about Hong Kong is that there does not appear to be any means of ascertaining how many men there are who are eligible to join the Defence Corps. I have tried to find out but it seems hopeless. Five hundred may represent a good percentage of the able-bodied men of this Colony, but on the other hand it may not.

### The Territorials

Col. Bird has referred to my connection with Territorials. I have been a regular soldier for thirty years, but for the past twenty I have been connected with Territorials in all sorts of different ways, so I can appreciate your difficulties and understand your point of view. The difficulties you meet with in Hong Kong must be somewhat akin to those experienced by the Territorial Army at Home, where some employers do not regard the Territorials with seriousness and therefore do not encourage their men to join. There is, however, a great difference in my mind between Great Britain and Hong Kong. In Hong Kong we are miles and miles away from England and if we were ever attacked there is little likelihood of assistance arriving immediately. A Defence Corps is therefore essential, but 600 men is nothing. I cannot believe that there are not 1,000 or even 1,500 English and Portuguese men who are able to join up. A Defence Corps of this strength, well trained and armed, is what we should strive for and I am sincerely hoping that we shall get it.

A good many people think that volunteering is merely playing at soldiers. This may have been the case twenty years ago but it certainly is not the case to-day. Take what the Territorial Army did in the late War—I think you will agree with me that one of the best units in that sanguinary affair was the London Scottish, who proved their worth from the day they went over, and they were made up of men similar to those who are here to-night. Surely in this Colony there are many more Portuguese and Englishmen who are fit to do their bit, and it is up to each one of you to get your friends to join the Defence Corps.

A Promise  
I make you a promise—I am not in a position to speak for the Navy—but I think the Admiralty will agree; if between now and the

## KOWLOON WEDDING

### Ceremony in Rosary Church

MURRAY - ANDREWS

Miss Mary Murray, the younger daughter of the late Mr. and Mrs. P. H. Murray, was yesterday married to Mr. Charles Frederick Andrews, of West Kensington, London.

The ceremony was performed by the Rev. Father G. M. Spada, at the Rosary Church, Kowloon, before a large gathering of friends and relatives of the contracting parties.

The bride, who looked very pretty in her gown of broad georgette embroidered with silk tulle veil, was given away by her uncle, Mr. A. J. Reed. She carried a bouquet of Easter lilies and maidenhead ferns.

The bridesmaids were the Misses Gladys, Helen and Florence Grimmit, who were prettily dressed in embroidered beru organdie with posies to match. They carried a bouquet of carnations. The matron of honour was Mrs. A. W. Grimmit.

Mr. W. H. Noonan carried out the duties of best man.

After the ceremony at the Church, a reception was given at No. 4 Cambay Buildings, Kowloon. The honeymoon will be spent at the Repulse Bay Hotel, the bride's going away dress being of saze blue crepe de Chine with hat to match.

King's Birthday Parade you bring your strength up to 1,000, you shall lead the Parade.

Before closing, there are a few people we have to thank—those whose efforts have resulted in the putting up of this dinner and the men who are so kindly entertaining us.

C.S.M.H. Green then called out the prize winners, who received their trophies from the hands of H.E. the G.O.C. Three cheers, a lusty "tiger," and musical honours were given Major-General Sandilands who spent the remainder of the evening mingling with the men.

The Committee, consisting of Capt. Thornhill, R.S.M. Edmonds, C.S.M. Everest, C.Q.M.S. Comm. Cpl. Beattie, and Spr. Ross, did trojan work during the evening, and deserve great credit for its success.

### Prize Winners

The following is a list of the prize winners:—

- Efficiency Cup.—Tie: Machine Gun Co., Capt. E. J. R. Mitchell; Portuguese Co., Capt. R. R. Davies.
- Commandant's Cup.—Musketry.—Machine Gun Co.
- "Lugard" Cup.—No. 1 Platoon.
- Machine Gun Trophy.—No. 6 Platoon.
- "Quarry" Bay Cup.—No. 6 Platoon.
- "Dyer" Cup.—No. 5 Platoon.
- Individual Events
- "Wilson" Cup.—Bombr. J. P. A. Davis.
- "Wayfong" Cup.—Pte. H. S. Berent.
- "Dowbiggin" Trophy Part I.—Pte. K. Stuart-Smith.
- Battery Commander's Cup.—Bombr. Davis.
- Blake Shield.—C.S.M. M. M. Watson, L/Cpl. J. A. E. Kendrew, Pte. R. J. C. D. Grieve, Pte. I. H. C. Highest.
- Special Prize.—L/Sgt. F. C. Goodman.
- Francis Cup.—Sergeant G. H. Cuthill, L/Sergeant F. C. Goodman, Pte. R. J. Goodman, Piper H. R. Major.
- Jar Competition.—L/Sergeant G. E. L. Johnson, L/Cpl. J. J. Hirst, Cpl. J. W. Beattie, C.Q.M.S. C. E. M. Terry, and Urquhart (absent).
- Attack Competition.—Cpl. Beattie, Capt. E. J. R. Mitchell, Sgt. Branson, M.S. A.Q.M.S. Terry, L/Sergeant Richards, L/Sergeant G. E. L. Johnson, Pte. G. A. V. Hall.
- Musketry Competition.—1st, Pte. K. C. McLennan; 2nd, L/Sergeant F. C. Goodman; 3rd, Sgt. G. H. Cuthill.
- Corps Championship.—1st, Pte. K. C. McLennan; 2nd, L/Sergeant F. C. Goodman; 3rd, Pte. H. S. Berent (left the Colony).
- Reserve Challenge Cup.—L/Cpl. J. K. Shaw.
- Revolver (Competition Open)—1st, L/Sergeant B. A. (No. 1) Chinn, Sgt. Fletcher, H.K.P. (R.).
- Revolver Competition (Corps)—1st, L/Cpl. H. L. Lockhart; 2nd, Pte. K. C. McLennan.
- Tyro Competition.—Spr. F. S. W. Smith.

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